



EUROPEAN CONFERENCE OF MINISTERS OF TRANSPORT



**TRENDS  
IN THE  
TRANSPORT SECTOR**

**1970-2005**

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1970-2005

## **EUROPEAN CONFERENCE OF MINISTERS OF TRANSPORT (ECMT)**

The European Conference of Ministers of Transport (ECMT) is an inter-governmental organisation established by a Protocol signed in Brussels on 17 October 1953. It comprises the Ministers of Transport of 44 full Member countries: Albania, Armenia, Austria, Azerbaijan, Belarus, Belgium, Bosnia-Herzegovina, Bulgaria, Croatia, the Czech Republic, Denmark, Estonia, Finland, France, FRY Macedonia, Georgia, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Liechtenstein, Lithuania, Luxembourg, Malta, Moldova, Montenegro, Netherlands, Norway, Poland, Portugal, Romania, Russia, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, Turkey, Ukraine and the United Kingdom. There are seven Associate member countries (Australia, Canada, Japan, Korea, Mexico, New Zealand and the United States) and one Observer country (Morocco).

The ECMT is a forum in which Ministers responsible for transport, and more specifically inland transport, can co-operate on policy. Within this forum, Ministers can openly discuss current problems and agree upon joint approaches aimed at improving the use and ensuring the rational development of European transport systems.

At present, ECMT has a dual role. On one hand it helps to create an integrated transport system throughout the enlarged Europe that is economically efficient and meets environmental and safety standards. In order to achieve this, ECMT assists in building bridges between the European Union and the rest of the European continent at a political level. On the other hand, ECMT also develops reflections on long-term trends in the transport sector and, more specifically, studies the implications of globalisation on transport.

In January 2004, the ECMT and the Organisation for Economic Co-operation and Development (OECD) brought together their transport research capabilities by establishing the Joint Transport Research Centre. The Centre conducts co-operative research programmes that address all modes of inland transport and their intermodal linkages to support policy-making throughout member countries.

Ministers at their Dublin Council in May 2006 agreed a major reform of ECMT designed to transform the organisation into a more global body covering all modes of transport. This new international transport Forum will aim to attract greater attention to transport policy issues, and will hold one major annual event involving Ministers and key sectoral actors on themes of strategic importance. 2007 is a transitional year for the setting up of the Forum. The new structure will be fully operational as of 2008.

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## Introduction

The main aim of this publication is to describe developments in the transport sector in Europe in 2005 and to show, primarily by means of charts, how the situation has changed since 1970.

The analysis of recent trends in the European transport sector is based on data supplied by the 43 ECMT countries<sup>1</sup> which were members in 2005, in the form of statistics expressed in passenger and tonne-kilometres. To ensure that the overall trends are representative of as many countries as possible, the indices used in several of the charts include estimates for countries which do not yet have figures available for 2005.

The report has been divided into five parts. The first part contains a brief analysis of the economic environment in 2005. The second deals with freight transport in ECMT member countries. The third part concentrates on passenger transport and the fourth reviews road safety. The 15 traditional Member States

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1. Albania (ALB), Armenia (ARM), Austria (AUT), Azerbaijan (AZE), Belarus (BLR), Belgium (BEL), Bosnia-Herzegovina (BIH), Bulgaria (BGR), Croatia (HRV), the Czech Republic (CZE), Denmark (DNK), Estonia (EST), Finland (FIN), France (FRA), FYR Macedonia (MKD), Georgia (GEO), Germany (DEU), Greece (GRC), Hungary (HUN), Iceland (ISL), Ireland (IRL), Italy (ITA), Latvia (LVA), Liechtenstein (LIE), Lithuania (LTU), Luxembourg (LUX), Malta (MLT), Moldova (MDA), Netherlands (NLD), Norway (NOR), Poland (POL), Portugal (PRT), Romania (ROM), the Russian Federation (RUS), Serbia and Montenegro (YUG up to 2002, SCG after 2002), the Slovak Republic (SVK), Slovenia (SVN), Spain (ESP), Sweden (SWE), Switzerland (CHE), Turkey (TUR), Ukraine (UKR) and the United Kingdom (GBR).

of the EU in 2005, together with Norway, Switzerland, Turkey, Iceland, Liechtenstein and Malta, are referred to hereafter as “Western European countries” (ECMT/WEST). The recent trends in the transition countries are also reviewed. Given that the transport systems of these countries are highly distinctive and are currently undergoing radical change, it was decided to compile specific aggregate indicators: one set for the twelve Central and Eastern European Countries and three Baltic States (ECMT/CEECs) and a second set for the seven members of the Commonwealth of Independent States (ECMT/CIS). The aggregate (ECMT/CEECs) contains a sub-group “CEECs-EU”, which comprises eight out of the ten new Member States of the European Union in 2005 (Czech Republic, Estonia, Hungary, Latvia, Lithuania, Poland, Slovak Republic and Slovenia).

Data for the former Czechoslovakia (CSK) have been taken into account up to 1992 to ensure a degree of continuity in the series over a lengthy period of time; from 1993 onwards, the data provided by the Czech and Slovak Republics have been used. Furthermore, German reunification produced a break in the series due to the incorporation, from 1991 onwards, of data relating to new *Länder*, resulting in a similar increase in the results of the ECMT as a whole.

Finally, for the first time, data for the transport in associated ECMT countries are presented in a specific fifth chapter.



# 1. Overview of the World Economy and Trade in 2005

## 1.1 In brief

The world economy saw an expansion of 3.3% in 2005, i.e. lower than in 2004, but still higher than the average for the decade. Although somewhat slower than in the previous year, economic growth was strong in most economic regions. Only the European economy, weighed down by a virtually stagnant euro area, continued to experience weak growth, at exactly half the rate of the United States. In contrast to Europe, Japan saw its growth strengthen. With economic growth weaker in 2005 than in 2004, world trade lost momentum, although growth rates remained higher than they had been for the decade.

The slowdown in trade was most marked in developed oil-importing countries. In 2005, the pace of growth in imports of goods for the United States, Europe and Japan was twice as slow as in 2004, and lower than the world average rate for trade in goods. Raw materials exporters, such as the countries of the Commonwealth of Independent States (CIS), saw the rate of growth of their imports outstrip the rate for world trade, and even their own export growth.

The very sharp increase in the per-barrel price of oil in the course of 2005 led to higher energy prices worldwide, but did not trigger a rise in inflation in developed countries, as it had done during the previous oil shocks of the early 1970s and 80s. This can be put down to several factors. Firstly, developed countries are less dependent on oil per unit of GDP output, now that the services sector accounts for a larger share of GDP. Secondly, surplus industrial production capacity and brisk international competition served to limit firms' possibilities of passing the higher costs on to prices. Lastly, economic globalisation and the flow of cheap

imports from emerging countries kept the price index in check and helped to curb wage demands. As a result, core inflation – excluding energy and foodstuffs – decreased in Europe and the United States and stagnated in Japan in 2005.

Fiscal budgets continued to show marked imbalances in 2005 in most developed countries. The United States reduced its fiscal deficit slightly, but at 3.5% of GDP, it was still higher than that of euro area countries. In Japan, the fiscal deficit – the largest of all of the developed countries – ran to 6.5%, showing no improvement on previous years.

The widening trade deficit in the United States, which reached a record high in both absolute and relative terms in 2005 (6.5% of GDP), was financed on international capital markets without causing strain on the system. The hike in the price of petroleum products explains the deepening of the deficit, while the rising value of the US dollar from December 2004 to December 2005 did nothing to help absorb the trade deficit in the United States, the core element of which is trade with East Asia.

## **1.2. Economic growth and growth in trade in 2005**

A breakdown by major region of the global economy reveals the weakness of the European economy in 2005. This was the main drag on strong expansion of world trade and economic activity. In fact, Europe's economic performance was the poorest of all of the world's economic regions. The four main economies of the area (Germany, France, Italy and the United Kingdom) managed only to record growth well below 2%. Undermined by the weakness of final consumption in Germany, by the negative contribution of external trade and cuts in government spending in France and by the Italian economy's loss of competitiveness – all of this against a backdrop of deteriorating confidence in Europe, as awareness of the consequences of population ageing sank in – the economies of the main countries in the area were all but

stagnant in the first half of 2005. The new Member States of the European Union continued to grow at a faster rate, approaching 4%.

Despite signs of improvement in the economic situation in the course of 2005, the European Union was again confronted by the issue of how to boost its growth potential to bring it into line with the Lisbon Agenda. Over the five-year period from 2001 to 2005, the economy of the euro area grew by barely 8%, trailing almost 5 percentage points behind the United States and 13 behind the rest of the world. The most visible consequences of its sluggish economy were the deep fiscal deficits and the persistence of high levels of unemployment while, in this same period, the revaluation of the euro by almost 50% against the US dollar in 2005 compared with 2002, acted as a brake on exports and therefore on economic activity in the area, even as it provided a strong bulwark against imported inflation.

The position of the new Member States of the European Union looks better from the standpoint of economic growth, with both Hungary and Slovenia, for instance, reporting an increase in economic activity in 2005 at a rate in all respects commensurate with the overall average (4%) for the new EU Member States. This said, among the latter countries, it may be noted that GDP growth in Poland was significantly less strong in 2005. In point of fact, at 3.2%, growth also showed a decline from the 5.3% recorded in 2004. True, economic activity was export-led, but it was only in the last few months of 2005 that investment and consumption showed any dynamism. The level of unemployment fell, but it remained at above 18%, which was a record high for the European Union. The upward trend in exports, particularly in the services sector, along with the influx of capital, helped to make it less difficult to finance the external deficit, which amounted to 1.6% of GDP in 2005, a considerable improvement on the 4.1% reported in 2004. Although at a lower level than in 2004, foreign direct investment rose to the equivalent of almost 3% of GDP in 2005, fully offsetting the trade deficit.

In contrast to Poland's situation – which was slightly less positive than that of the new Member States of the European Union overall, in terms of economic growth in 2005 – the situation of the Baltic countries, and particularly Latvia, is illustrative. Latvia saw its GDP soar by more than 10% in the same year. This strong economic growth was led by export trade performance and domestic activity in the communications, transport and construction sectors. Manufacturing activities also played a part in the expansion dynamic. The increase in economic and private credit is one of the reasons that demand stayed high. The external trade deficit nevertheless topped 11% of GDP, despite the strong upswing reported for exports, in response to the impetus of the greater diversification of goods on offer. Foreign direct investment contributed to financing the deficit to the tune of 50%. Compared with Latvia, Lithuania saw its GDP increase by 7.5%, while in Estonia GDP growth topped 9.5%. Countries with a more intermediate range of economic performance include the Czech Republic, where GDP was up 6% in 2005 – led primarily by exports and fixed capital investment by business. This 6% growth rate was on a par with the rate for the Slovak Republic's economy in 2005. In the latter country, economic growth was fuelled by private consumption, corporate investment and good export performance, following the start-up of new production capacity in the automobile sector.

Among the new member countries of the ECMT which are not member states of the European Union, Romania may be cited, where GDP was up by 4%, i.e. exactly the same as the average rate for the new European Union Member States. Economic growth was supported by an increase in household final consumption at a rate of close to 10%, and by an equally notable increase in corporate investment, despite a decline in agricultural output of more than 13%, due to weather conditions. Progress on combating inflation fell short of government targets and the external trade deficit topped 9% of GDP. However, foreign direct investment helped to finance the deficit, to the tune of 75%. In Bulgaria, economic growth exceeded 5.5% in 2005, sparked by private consumption and corporate

investment. Although agricultural production declined, for the same reasons as in Romania, industrial production increased by more than 7%. Government accounts recorded a surplus equating to 2.4% of GDP, despite a trade deficit that amounted to almost 15% of GDP, marking a substantial deterioration on the 8.5% deficit recorded for 2004. The energy bill goes a long way to explaining this negative trend. Three-quarters of this deficit was financed by foreign direct investment, to which capital transfers were added. In Albania, on the other hand, GDP declined by more than 5% in the course of 2005, owing primarily to breaks in energy supply. Consumption continued to be maintained by transfers from workers residing abroad, while infrastructure projects financed by international institutions constituted a large share of final demand. In Bosnia-Herzegovina, economic growth was close to 5% in 2005, benefiting from the improved institutional environment and increased recourse to credit, all in a climate of export expansion. This said, business profitability remained low and the external trade deficit approached 20% of GDP. The deficit was covered by transfers, capital inflows and foreign direct investment. Lastly, in the region overall, economic performance was positive in 2005. However, in terms of macroeconomic stability, risks continued to shadow the integration of these countries into the global economy. The heavy reliance of the exports of the latter countries on imports, in a euro area experiencing low growth, is significant in this regard.

The average GDP growth of North America's economies, at a rate of 3.4%, continued to be slightly higher than global economic growth. Within this area, the US economy was the most dynamic, despite the fact that it experienced a sharp slowdown in the last few months of 2005. At the same time, private consumption declined, in particular, spending on the purchase of motor vehicles, with the end of vehicle purchase incentive measures and substantially higher petroleum product prices, and neither corporate investment nor external trade providing a stimulus. However, indicators showed that this weakness in the economy was concentrated at the very start of the last quarter and that,

at the end of the year, job creation in the non-agricultural market sector picked up again to over 200 000 per month. The gradual monetary tightening introduced by the Federal Reserve had no appreciable impact on long-term rates. The latter held at an encouraging level on the back of capital inflows seeking investment. The source of these inflows were the very high trade surpluses of some of the United States' partners, such as China, and the record profits made by international scale companies in developed countries, which were keen on investing their reserves to provide for any future economic risks. In actual fact, more generally, the savings surplus of countries with strongly expanding economies offset the very marked tendency of American households to save only an extremely small portion of their income.

Although somewhat less dynamic than in 2004, developing economies reported good performances in 2005. In South and Central America, Africa and the Middle East, GDP growth was up by around 4 to 5%. In each of these regions, the rate of growth for 2005 was better than the average performance for the period 1995-2005. Developing countries in Asia did not escape the trend towards a slowdown in growth in 2005. Nevertheless, with GDP up by 6.5%, these Asian countries hold the record for growth of all of the developing economic regions. China and India, the two most populous countries in the world, reported outstanding growth rates in 2005, at 9.9 and over 7%, respectively.

The strongest economic growth of all of the regions of the world was in the Commonwealth of Independent States. Very strong exchange gains, from soaring oil and raw materials prices, stimulated public and private expenditure, leading to GDP growth of 6.6%, i.e. twice as high as the global economy. The average annual growth rate for the period 2000-2005 in the CIS was 7%, a figure higher than the rate for the global economy in the same period. In Russia, GDP growth was over 6% in 2005, a good performance, albeit lower than in 2003 and 2004. Growth was led primarily by final consumption, which increased by

over 10% in the course of 2005. This can be put down to higher incomes, underpinned by the expansion of personal and private sector credit. Corporate investment was also up, supported by the improved business institutional climate and by capacity constraints in the production sector. Government accounts showed a surplus, equivalent to 7% of GDP, from oil revenues. Financing of the stabilisation fund partially offset these revenues, helping to bring inflation down to its lowest level in seven years, although at over 10% it is still higher than the target the government is aiming at. External accounts showed a surplus equivalent to 12% of GDP in 2005, helping to raise currency reserves to a record level of US\$182 billion.

### **1.3. Rising oil prices**

The most significant development on the energy markets was the continuing escalation in oil prices that began in 2003. This rise, which reached its peak in 2005, was due essentially to the steady increase in demand since the end of the 2001-2002 recessions. The robust economic growth of the United States and the highly energy-intensive activity of emerging countries, such as China, were the main factors behind the rise in demand. Prices kept artificially low by some strong-growing developing countries also contributed to this increase in world demand.

The high demand for oil products quickly saturated the available production capacity, mainly in the Middle East. Problems with low surplus reserve capacities, including insufficient refining capacities, became apparent throughout the petroleum product production chain. As a matter of fact, the doubling of oil prices from 2003 to 2005 did not prompt an increase in production capacity. Even though production in the United States and the North Sea has started to decline, the addition of further capacity would take several years' lead-time before further quantities of oil could be put on the market, given the time-scales for drilling and oil field investment. It may also be that volatile oil prices over a long period did not encourage producing countries to invest in new drilling capacity.

Unusual climatic events, like the hurricanes in the Gulf of Mexico in the summer of 2005, damaged oil fields, and were factors in the closure of 3% of global oil production capacity and 2% of refining capacity. However, developed countries drew on their strategic stocks, which, along with OPEC's decision to maximise its production capacity, contained the impact of the climatic events. Even so, the per-barrel price of oil hit an all-time high in the summer of 2005, at around US\$75.

To give an example, in 2005, the price of petroleum products rose by more than one-third in the United States, Germany and Japan, while in these same countries the price of agricultural and manufactured products remained practically stable, or rose only slightly. No inflationary spiral was triggered and no recessionary impact was seen. There were several reasons for this: first, the rise in the prices of petroleum products was not due to a break in supply but to a sustained increase in demand, which is less likely to generate major disruptions. In OECD member countries, since the previous oil shocks, economic growth has also been less energy-intensive, as the services sector accounts for a greater share of GDP. Second, oil-exporting countries very quickly began to reinvest their surplus revenues in demand for goods and services from oil-importing countries and in the purchase of US debt, thus helping to keep long-term interest rates down. This was a contributing factor to the growth of consumption and investment in developed countries. Lastly, globalisation acted as a powerful counterweight to inflationary pressures; it encourages massive imports of cheap goods from countries with low labour costs, serving to curb the price of goods and wage demands in developed countries.

#### **1.4. Merchandise trade between the regions of the world in real terms in 2005**

All regions of the world were involved in the deceleration of international trade in 2005, insofar as each region imported at a slower rate than in 2004. In 2005, imports by the major oil-importing developed



countries, such as Japan, the EU25 and the United States, grew at half the rate of 2004. In the United States, imports grew at a lower rate than global trade, but still twice as high as European Union imports.

In keeping with modest economic performances, growth in trade in Europe was particularly low in 2005. The depreciation of the euro, the pound sterling and the Swiss franc in 2005 made European exporters somewhat more competitive on external markets, but, despite this, growth in European exports was limited to 3.5% in 2005. As the bulk of European exports are, in fact, to other countries in Europe, growth in external trade in European countries is still reliant on the economic dynamics of the European area.

North American imports and exports increased by 6% in real terms in 2005, on a par with the rate for world trade. Canada and Mexico saw their imports increase more than their exports, while the reverse was true for the United States. For the first time in eight years, exports from the US grew faster than global exports. This outcome can be attributed to exports of agricultural products and capital goods.

The major oil-exporting regions – the Middle East, Africa and the CIS – all saw imports grow significantly faster than the rate for global trade. Asian exports increased in real terms by more than 9.5% and, as a corollary of that, imports increased by 7.5%. Economic performances in Asia are determined mainly by the performance of China. In 2005, exports from the latter country increased in real terms by an estimated 25%, or much faster than exports for Asia overall.

For South and Central America, 2005 was yet another year in which exports and imports were among the most dynamic of world commercial flows. High world demand and high prices for their raw materials exports, combined with high growth in the region overall, boosted imports and exports, which grew at a rate of over 10%.

## **1.5. Trends in patterns of world trade in nominal terms in 2005**

In 2005, world exports of merchandise increased by 13% in value, while exports of commercial services were up 11%. This represents a slowdown for both of these categories of exports relative to previous years and, for the third year in a row, exports of services grew less than exports of goods in terms of value.

Underlying fluctuations in price for the different categories of goods and services largely explain the share of each of these categories in world external trade: weak and stationary prices for basic agro-food and manufactured products, contrasting with much higher prices for metallurgical and energy products.

The share of oil and other extraction products in international trade amounted to 16% in 2005, rising fast to reach levels unequalled since the beginning of the 1970s. In contrast, the share of agricultural products in world trade fell to an all-time low, at less than 9%. The share of the latter products has declined steadily over the last 50 years, from around 40% in the 1950s to 10% at the end of the 1990s. Trends in both prices and volumes in world trade explain this outcome.

For processed products, the largest increases in terms of value in 2005 were for metallurgical and chemical products. While exports of computer and electronic products certainly picked up in 2005, the rate of increase in value of the goods traded was no higher than that of general goods. It is fair to say that electronic products have not recovered the dynamic role they played in world trade all through the 1990s, a period when exports of this type of product grew at a rate of 12% per year in value terms, i.e. twice as fast as world trade. This was in spite of a marked downward trend in the price of electronic components related to advances in technology.

Trade in textile and clothing products grew at a slower rate than world trade in 2005.

In the commercial services category, the rates of growth were comparable from one sub-sector to

another, and included a 12% increase for transport services. This latter performance should be seen as related to positive price trends for this type of service.

## **1.6. Comparative dynamism of world trade regions in nominal terms**

Of all of the world's economic areas, Europe reported the weakest growth in 2005, both in imports and exports. It was also Europe that saw the greatest deceleration in external trade in dollar terms of all the major economic regions. This outcome can be explained partly by the parity between the euro and the USD. In actual fact, when expressed in euro terms, Europe's external trade in goods and services increased by around 7% in 2005, only slightly down on 2004.

North America saw its exports of goods increase by 12% in value, while its services exports grew by 10%. Growth in both imports and exports of services were similar in the region, while goods imports increased faster than exports of goods in the same region. Since the year 2000, exports of goods and services by North America have increased at half the 10% annual growth rate for world trade, in terms of value. Moreover, during this same period, although imports by North America increased 1.5 times faster than exports, the 6% growth rate still remained lower than that for world trade.

The Middle East, Africa and the CIS, the biggest oil exporters, gained from the very high oil prices in 2005, increasing the value of their exports by over 30%. The windfall revenues generated by this oil in 2004 and 2005 enabled these regions to increase their imports at a faster rate than the average reported worldwide.

The importance of breaking down a country's external trade structure by product can be illustrated by comparing two countries from the same region, one an oil-exporting country, the other not. Hence, while the exports of South Africa and other countries of Africa that have no oil-fields increased by 12% in 2005 – on a par with world trade in value terms – exports of African countries that do have oil reserves were much more

dynamic, showing growth rates in excess of 45%. Oil-exporting countries of Africa also reported an external trade surplus, while the others reported a deficit in their external accounts.

In 2005, Asia saw a slowdown in the rise in value of the region's exports and imports of goods, with rates down to 15 and 16% respectively, although still higher than the rates for world trade. It is also worth pointing out that there are major differences in countries' performances in goods export. China, the largest exporter of the region, saw an export growth spurt of over 25% in value terms, with the result that it accounted for over a quarter of Asian exports for the very first time. The exports of other countries of Asia increased by 11% in 2005, i.e. at a slower rate than the trend for world trade overall. It was Japan which reported the weakest performance, with an export growth rate of only 5% in value terms. Turning to imports, despite China's economic dynamism, the flow of imported goods and services slowed in 2005. In Japan, as a result of the rise in petroleum product prices, imports increased in value by 14%. Among the countries of Asia, India saw the highest rate of increase in imports, up 35% in value terms. There, too, the energy bill was a big contributing factor.

Imports and exports of commercial services in Asia were less dynamic than world trends in trade in services, although it is difficult to put an exact figure on them, given the weakness of data and problems with measurement methodologies. Nevertheless, China and India appear to be the best performers as regards growth trend in trade in services, both in imports and exports. Japan, which remains the largest importer of services in the region, saw imports in this category stagnate in 2005, following the decline in spending on travel abroad by its residents.

## 2. Freight Transport

### 2.1. Freight transport in Western European countries

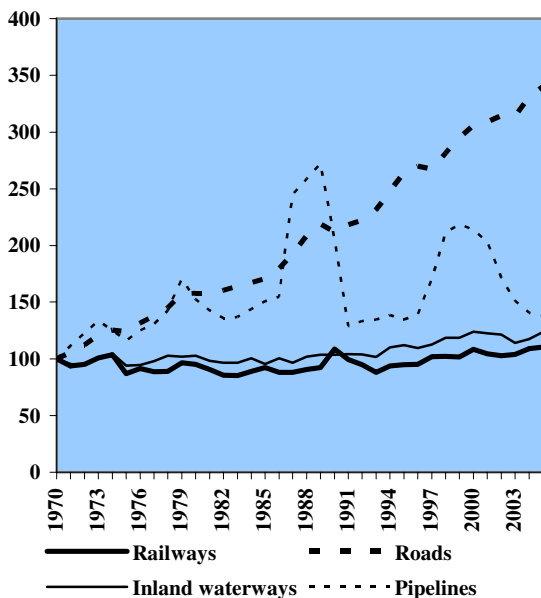
Road freight transport dominated the market in Western European countries in 2005, accounting for over 78.5% of the combined tonne-kilometres carried by rail, road and inland waterways.

A closer look at the trends over time shows that road freight has been steadily capturing market share from rail and inland waterway transport, neither of which is able to withstand the trend. In 2005, for example, the modal share of rail was less than 50% of the 1970 level (31.1%).

**Trends in the market share (in %) of modes**  
Freight transport in t-km

	1980	1985	1990	1995	2000	2005
<b>Rail</b>	<b>23.3</b>	<b>21.7</b>	<b>21.1</b>	<b>15.9</b>	<b>15.8</b>	<b>14.8</b>
<b>Road</b>	<b>66.5</b>	<b>69.2</b>	<b>70.8</b>	<b>76.4</b>	<b>76.8</b>	<b>78.5</b>
<b>Inland waterways</b>	<b>10.2</b>	<b>9.1</b>	<b>8.2</b>	<b>7.6</b>	<b>7.3</b>	<b>6.7</b>
	100	100	100	100	100	100

**Freight transport trends (tonne-kilometres)  
– Western European countries –  
1970=100**



Source: ECMT

Railways, 18 countries : AUT,BEL,CHE,DEU,DNK,ESP, FIN,FRA,GBR,GRC,IRL,ITA,LUX,NLD,NOR, PRT,SWE,TUR

Roads, 20 countries : AUT,BEL,CHE,DEU,DNK,ESP, FIN,FRA,GBR,GRC,IRL,ISL,ITA,LUX,MLT, NLD,NOR,PRT,SWE,TUR

Inland waterways, 10 countries : AUT,BEL,CHE,DEU,FIN,FRA, GBR,ITA,LUX,NLD

Pipelines, 12 countries : AUT,BEL,CHE,DEU,DNK,ESP, FRA,GBR,ITA,NLD,NOR,TUR

### **Road freight transport**

In 2005, road freight transport in Western European countries was not directly affected by the virtually flat industrial activity in those countries. The volume of tonne-kilometres carried by western road hauliers was up by almost 3% on 2004. As a result, road freight transport reached a record high in 2005. This performance was

nonetheless down on the 5.3% year-on-year growth reported in 2004.

A review of the situation in 2005, country by country, reveals remarkable growth in the road haulage sector in Turkey (+6.4%), Norway (+6%), Spain (+5.9%) and Ireland (+5%). Practically all countries can show growth in road freight transport on own account or for hire or reward with, for example, +4.9% in Germany and +4.5% in Sweden. France and Portugal were the only two countries to report negative growth. In this respect, increases comparable to the overall average were reported in Luxembourg (+2.5%), Austria (+1.9%) and the United Kingdom (+2.8%). On the whole, however, the volume of activity in the few countries where decreases were reported was not large enough to affect the positive overall growth trend in road freight traffic, despite being lower than the year-on-year increase reported in 2004.

A look at longer-term trends shows that total tonne-kilometres in the road freight sector increased by a factor of more than 3.4 over the period 1970-2005, despite the gloomy economic situation in the early 2000s. This was the strongest performance of all inland transport modes in Western Europe, and shows that economic downturns have no significant impact on road freight. The progress made on European integration, and the resultant expansion of international trade, benefited road haulage undertakings directly.

### ***Rail freight transport***

Compared with the road haulage sector, the performance of rail freight in Western European countries as a whole was relatively subdued in 2005. The volume of tonne-kilometres carried by the 18 rail networks concerned rose by 1.5% compared with 2004. However, it should be noted that trends in growth varied substantially from one country to another, with a number of countries actually reporting negative growth, the most significant examples being the rail networks of France (-12%) and Ireland (-24%).

Several other networks reported a decline in activity, namely, Luxembourg (-30%), Denmark (-8.3%), Austria

(-4.8%) and Finland (-4%). In contrast, it is worth noting the strong growth in rail freight in Switzerland (+13.5%), Norway (+11.5%), Germany (+10.4%), the United Kingdom (+5.2%) and Portugal (which reported growth of over +6%). The Swedish network experienced growth of around 4.5%, while Belgian railways reported growth of over 4.5% in rail freight traffic.

Clearly, the positive trend in rail freight transport in the countries of Western Europe in 2004, as reflected in the strong performance of the sector, did not continue into 2005. This would suggest that the rail sector -- which, given that the volume of tonne-kilometres carried in 2005 was practically the same as that in 1990, despite the growth in the economy over the same period -- has clearly had to contend with more than just the economic cycle and is finding it hard to achieve sustained growth. Despite these difficulties, between 1970 and 2005, rail freight grew at no more than around 10% at most, the weakest performance of any mode of inland freight transport.

The reason for the less satisfactory performance of rail freight transport in the past was to be found in the inadequate quality of the services provided. Whether it was on account of infrastructure capacity problems, stemming from delicate tradeoffs between freight trains and passenger trains, or a shortage of drivers or locomotives, it seemed very difficult for rail networks to cope with a level of freight activity barely above that of 1970!

The moderately positive performance achieved in the rail sector in 2005 was not reflected in Swiss statistics on unaccompanied combined transport through the Alps, which rose by 12% in 2005, compared with 2004, in terms of the number of shipments, and 5% in terms of the number of trains. Rolling road grew by 14% in terms of shipments and 8% in terms of the number of trains. The overall tonnage transported through the Alps doubled between 1981 and 2000. In 2005, 36.6 million tonnes of freight were carried by road and rail, i.e. 12.9 million tonnes by road and 23.7 million tonnes by rail. As a result, in 2005, the



volume of freight transported through the Swiss Alps has increased by 125% compared with 1981.

Admittedly, use of “free access” to international corridors within the EU – seen as a solution to the sluggish performance of national rail networks with a too parochial approach – increased, but is only now starting to involve relatively significant volumes of freight. For example, a prerequisite for improving the international performance of the railways is to authorise the drivers of one network to drive trains on another network, which in turn requires countries to recognise the training received by drivers from other countries. While it is clear that international transport will be the driver of future growth in European transport, the numerous and varied impediments to interoperability that rail networks have to deal with when operating international services, attest to the magnitude of the task at hand.

### ***Inland waterways***

The volume of tonne-kilometres carried via inland waterways rose by over 5.2% in 2005 compared with 2004. This aggregate figure covers seven countries in Western Europe. More specifically, inland waterway traffic declined substantially in Luxembourg (-7.4%), almost down to its 1995 level, as well as in Finland (-7%). In contrast to these negative trends in small-volume sectors, inland waterway transport in 2005 was up in the Netherlands (+13.3%) and France (slightly over 5.7%). Inland waterway traffic in Germany grew very sluggishly, rising by less than 1% in 2005 compared with 2004.

A glance at traffic levels on some of the major waterways reveals that the tonnage transported on the Rhine-Main-Danube canal in 2005 – after the very poor year in 2003 experienced by all Rhine operators, and the initial recovery the following year – exceeded the record level of 2002. This upswing in 2005 was driven by very strong growth in the agro-food sector (of over 20%) and sustained levels of traffic in ore and metallurgical products. Unlike the situation in 2004, traffic flows towards the Danube decreased by almost 4%, whereas

flows towards the Rhine increased significantly (+29%). The aggregate volume of traffic along the canal, which includes tonnages handled at Viereth (the western entrance to the canal), as well as the flows loaded and unloaded on the canal itself, raised the aggregate tonnage carried on the canal to 7.2 million tonnes, an increase of over 10% compared with 2004.

A look at the longer-term trends shows that the volume in tonne-kilometres carried by inland waterway transport in Western Europe was up by more than 20% on 1970, despite poor performances in 2001, 2002 and 2003 – a significant achievement compared with the performance of rail transport, which was practically flat over the same period, but still fell far short of the results achieved by road. Admittedly, the latter mode covers Western Europe via a very dense network of roads, an advantage that the other modes, and inland waterways in particular, cannot possibly overcome.

### ***Oil pipeline transport***

Data supplied or estimated for 12 countries show that oil pipeline transport seems to have fallen in 2005 compared with 2004. Pipeline transport of petroleum products and chemicals in 2005 confirms the decline in activity regularly reported since the early 2000s, due to the collapse of transport in Spain (-21.3%), stagnation in Turkey and decreases in oil pipeline transport through Switzerland. In contrast, the volume in 2005 grew in Germany (+3.1%) and Austria (+2.8%). The other data available show small rises, which tend to confirm the fairly negative overall picture for 2005.

Regardless of the impact of major investment and geo-strategic conflicts, which make any long-term comparison subject to caution, it can be seen that, although uneven, the growth in oil pipeline transport over the period 1970-2005 was nonetheless positive, making it one of the primary means of transporting chemicals and petroleum products.

## 2.2. Freight transport in Central and Eastern European Countries and the Baltic States

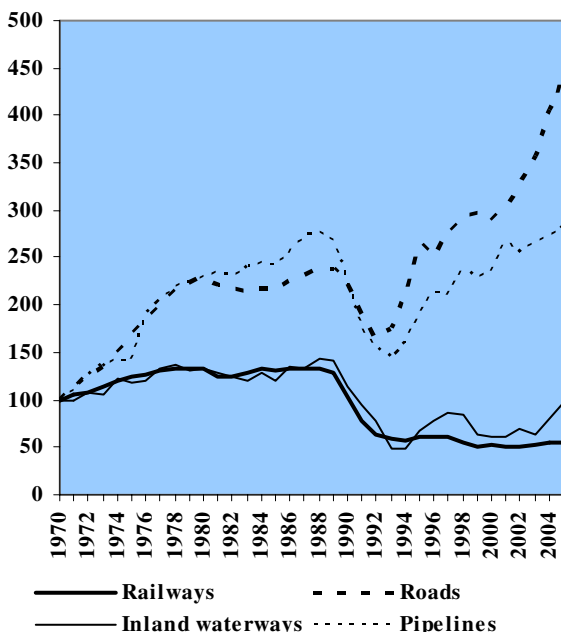
In Central and Eastern European Countries (CEECs) and the Baltic States, rail has lost the dominant position it held in 1990 – and the even more dominant one of 1970 – to road transport, which in 2005 carried over 60% of the combined tonne-kilometres conveyed by the three main modes of inland transport.

### Trends in the market share (in %) of modes Freight transport in t-km

	1980	1985	1990	1995	2000	2005
<b>Rail</b>	<b>70.6</b>	<b>71.5</b>	<b>66.1</b>	<b>50.8</b>	<b>44.9</b>	<b>35.6</b>
<b>Road</b>	<b>26.1</b>	<b>25.4</b>	<b>30.5</b>	<b>46.6</b>	<b>52.7</b>	<b>61.5</b>
<b>Inland waterways</b>	<b>3.3</b>	<b>3.1</b>	<b>3.4</b>	<b>2.6</b>	<b>2.4</b>	<b>3.0</b>
	100	100	100	100	100	100

Inland waterway transport also saw its market decline, but to a lesser extent than rail, which has been the big loser in the process of economic transformation.

**Trends in freight transport (tonne-kilometres)  
Central and Eastern Europe and the Baltic States  
1970=100**



Source: ECMT

Railways,	15 countries : ALB,BGR,BIH,CZE,EST,HRV, HUN,LTU,LVA,MKD,POL,ROM,SCG,SVK,SVN
Roads,	15 countries : ALB,BGR,BIH,CZE,EST,HRV, HUN,LTU,LVA,MKD,POL,ROM,SCG,SVK,SVN
Inland waterways,	11 countries : BGR,CZE,EST,HRV,HUN,LTU, LVA,POL,ROM,SCG,SVK
Pipelines,	10 countries : ALB,BGR,CZE,HRV,HUN,LTU, LVA,POL,ROM,SCG

***Road freight transport***

Road freight transport in CEECs and the Baltic States saw a very substantial increase in the tonne-kilometres carried by their hauliers in 2005, averaging more than 9%. This was one of the best performances observed since 2000, irrespective of whether or not CEECs were EU Member States.

Tonne-kilometres reached record levels in 2005 in CEECs and the Baltic States, where road haulage is the

leading mode for land freight transport – a position it has held in these countries since 1998.

The only negative performances in 2005 were reported by the FYROM (-1.8%) and the Czech Republic (-5.6%). The highest growth rates were in Serbia and Montenegro (+145.5%), Romania (+32.4%), Lithuania (+29.3%) and the Slovak Republic (+21.8%). Confirming the overall trend, growth was also substantial in Latvia (+17%), Estonia (+11.8%), Bulgaria (+9.4%) and Poland (+8.4%). The smallest increase was in Hungary, which nonetheless reported growth of 4%.

It would be fair to say that the resistance of the CEECs and Baltic States to the bleak economic climate in Europe can clearly be seen in the above figures for road freight transport. Buoyant exports to both the EU and the CIS strengthened the lead these countries are currently taking in transport growth.

In all, it would seem that road transport bettered its performance by a factor of more than 4 over the period 1970-2005 in the CEECs and Baltic States, with a particularly rapid spurt in growth from 1993 onwards -- except for 1996 and 2000 when output declined -- coinciding with the first visible signs of economic recovery in the region. The decreases in traffic levels reported over the period 1990-93 were therefore very swiftly cancelled out. One particular point that should be noted is that overall performance during the period 1970-2005 was comparable in all respects to that seen in road freight transport in Western Europe during the same period, the only difference being the very rapid acceleration in the increase in tonne-kilometres carried by road in the CEECs and Baltic States from 1995 onwards.

### ***Rail freight transport***

Rail freight transport declined slightly in 2005 in Central and Eastern European Countries and the Baltic States; the fall in tonne-kilometres amounted to around 1%. Overall, the volume of rail freight transported in these countries in 2005 was barely half the volume transported in 1970 – a level of activity amounting to

not even 40% of the all-time high reached in 1988. The performance of the CEECs which are now EU Member States was slightly better, in that the decline would seem to amount to no more than 0.3%.

The results reported in 2005 are the outcome of poor performances from the networks in Albania (-18.8%), Romania (-10%) and Poland (almost -4.5%).

These major reverses were also accompanied by similar declines in other networks, in countries such as the Slovak Republic (-2.5%) and Czech Republic (-1.5%).

The few positive results were in the FYROM (+24.5%), Croatia (+13.7%) and, to a lesser extent, Lithuania (+7%).

After a steady overall decline since the process of transition first began, interrupted only in 1995 and 2000 and then in 2003 and 2004, 2005 does not seem to have been a year of recovery, given the small number of networks to have experienced growth in activity. The continuation of transit flows from the rapidly expanding Russian Federation network explains the good showing of certain countries.

It can therefore be said that the favourable economic outlook in the CEECs did not offer any scope for recovery in the rail sector, which until now has had to contend with a process of what seems to be inexorable decline. This decline reflects a structural change working to the advantage of road transport, which has proved better able to adapt to a different economic context, characterised by an opening up to new external markets.

### ***Inland waterway transport***

Inland waterway transport in the CEECs and the Baltic States saw a sharp rise of around 20% in tonnage carried in 2005 compared with 2004, when signs of growth in tonne-kilometres had already been observed. There was therefore a break in the downward trend which had prevailed throughout 1998, 1999 and 2000. Even so, the volume of tonne-kilometres carried in 2005 failed to regain the level of activity observed prior to the

transition process. It should be noted, however, that this downward trend was compounded by traffic difficulties on the former Yugoslavian part of the Danube, which severely penalised inland waterway transport.

The only drop in activity was recorded by the Slovak network (-5.7%). In contrast, the Czech network reported exceptional growth, in excess of 98%. Serbia-Montenegro reported growth in activity of over 45%. The networks of Poland, Romania and Bulgaria all registered growth in excess of 15%.

All told, an overview of the long-term trend shows that inland waterways seem to have lost no more than around 10% of their freight transport business since the start of the transition process, which is a major achievement, particularly when seen in the light of the performance of the rail sector. It needs to be borne in mind, however, that the geo-strategic conflicts which shook the region have had major repercussions on the performance of inland waterway transport over the past ten years.

### ***Oil pipeline transport***

After mixed results in 2002 and 2003, there was an upswing in oil pipeline transport of almost 4% in 2005, with especially steep growth in the Czech Republic and Romania, where the volumes rose by 19% and 16.4%, respectively. In countries carrying large volumes, there were also increases of more than 2% in Poland and over 4% in Hungary. Poland – the region's leading market – was therefore partly responsible for the overall trend.

The poor results reported by Croatia and Albania do not detract from the overall positive picture.

Overall, oil pipeline transport does not seem to have declined since 1990; indeed, it even grew over that period by more than 20% – an enviable performance compared with that of rail or the inland waterways. It should also be noted that the number of tonne-kilometres carried by oil pipelines in the region was more than four and a half times the volume carried via inland waterways.

### 2.3. Freight transport in the CIS

In the CIS member states, rail confirmed its position as the dominant mode for freight transport in 2005, accounting for practically 87% of the market in tonne-kilometres, with road transport carrying only a little more than 9% and inland waterways a mere 4.1%.

#### Trends in the market share (in %) of modes Freight transport in t-km

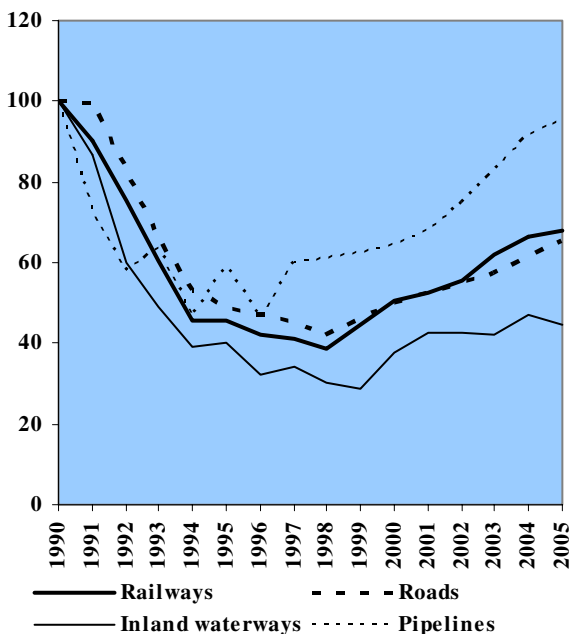
	1980	1985	1990	1995	2000	2005
<b>Rail</b>	<b>82.9</b>	<b>82.9</b>	<b>84.5</b>	<b>84.6</b>	<b>85.9</b>	<b>86.6</b>
<b>Road</b>	<b>9.3</b>	<b>9.4</b>	<b>9.4</b>	<b>10.1</b>	<b>9.4</b>	<b>9.3</b>
<b>Inland waterways</b>	<b>7.8</b>	<b>7.7</b>	<b>6.1</b>	<b>5.3</b>	<b>4.6</b>	<b>4.1</b>
	100	100	100	100	100	100

Given the foregoing, the performance of rail can be taken as an indicator of the economic situation, and in this respect it may be noted that, in 2005, rail freight increased in Russia and Georgia by 3.1% and 27%, respectively. While this was a very positive performance, it was offset somewhat by the poor performance of the Ukrainian network (-4.3%) and by stagnation in the Moldavian network (0.4%). In fact, growth in rail activity in the CIS in 2005 was attributable to growth in Russia, which dominates the CIS countries.

Despite these signs of recovery, which were visible throughout the period 1999-2005, rail transport in the CIS in 2005 carried only a little more than 60% of the tonne-kilometres carried in 1990, reflecting an economic situation which, while clearly improving as a result of the positive reforms implemented, was still being affected by the decline of heavy industries and the gradual streamlining of production processes.



**Trends in freight transport (tonne-kilometres)**  
**– CIS countries –**  
**1990=100**



Source: ECMT

Railways, 6 countries : AZE,BLR,GEO,MDA,RUS,UKR

Roads, 6 countries : AZE,BLR,GEO,MDA,RUS,UKR

Inland waterways, 4 countries : BLR,MDA,RUS,UKR

Pipelines, 5 countries : ARM,BLR,MDA,RUS,UKR

Following a 9.5% increase in tonne-kilometres carried by road in the CIS in 1999, compared with 1998, the years 2000 and 2001 again brought good results, with new growth in road freight traffic of over 5% a year. This was a reversal of the trend which had emerged from 1990 onwards, when road transport had been in a state of constant decline, reaching its lowest point in 1998, when its business activity index fell to 38.2 (100=1990). This reversal of the trend had been broadly confirmed in 2001-03, although to a significantly lesser extent than in 1999 and 2000, when road freight transport in the CIS grew by over 12%.

Against this background, performances in 2005 can be estimated on the basis of figures from Russia (+6.3%), Moldavia (+15.5%) and Georgia (+1.4%). These converging trends underscore the overall evaluation, which shows growth of 6.4% for the CIS. These performances confirm the results of 2002, 2003 and 2004, when road freight traffic had been up sharply in Russia and had risen very steeply in Moldova.

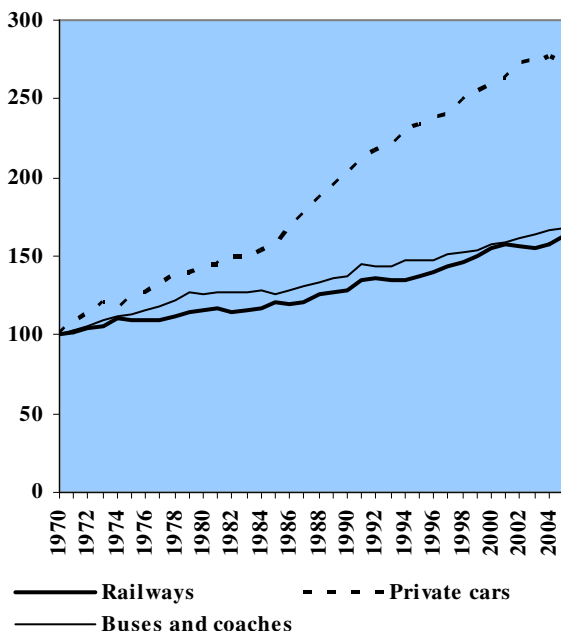
In the inland waterway sector, the only data available are for Russia and Ukraine, where a number of diverging trends have been observed, with a decline of almost 7% in Russia and growth in services of over 6.5% in Ukraine.

The Secretariat's figures on transport by oil pipeline in CIS countries in 2005 point to growth of over 3% in the Russian Federation and 9.4% in Georgia.

### 3. Passenger Transport

#### 3.1 Passenger transport in Western Europe

**Trends in passenger transport (passenger-kms)  
– Western Europe –  
1970=100**



Source: ECMT

Railways, 18 countries : AUT,BEL,CHE,DEU,DNK,ESP, FIN,FRA,GBR,GRC,IRL,ITA,LUX,NLD,NOR, PRT,SWE,TUR

Private cars, 15 countries : BEL,CHE,DEU,DNK,ESP,FIN, FRA,GBR,GRC,ISL,ITA,NLD,NOR,PRT,SWE

Buses and coaches, 15 countries : BEL,CHE,DEU,DNK,ESP,FIN, FRA,GBR,GRC,ISL,ITA,NLD,NOR,PRT,SWE

### ***Passenger transport by rail***

Passenger transport by rail in Western European countries continued to rise in 2005, with 3.3% growth in passenger-kilometres compared with 2004. This overall growth followed a year-on-year increase of 1.5% in 2004, reversing the declines observed in 2002 and 2003 (the number of passenger-kilometres had been slightly down).

The overall performance for the year 2005 was driven by significant growth in the traffic carried on the rail networks in Ireland and Greece (over 10% up) and strong performances from Switzerland (+8.9%) and Spain (+6%). Most of the other networks reported growth at levels close to the overall average, notably the French and German networks. The Turkish network, in contrast, experienced a decline (-3.8%), the only decrease reported.

In all, the number of passenger-kilometres travelled on the rail networks of Western Europe in 2005 shows an increase of over 50% since 1970, with a significant performance in 2005, undoubtedly due in part to higher oil prices, which considerably increased the cost of private car use and enhanced the attractiveness of public transport. The volume of passenger-kilometres by rail fell only twice – in 1993 and 2002 – and, while 2003 brought another year of decline, 2004 and 2005 cancelled out the losses in traffic.

### ***Passenger transport by bus and coach***

Passenger transport by bus and coach, after a positive overall performance in 2004 when it had grown by over 2%, slowed in 2005, remaining virtually stagnant. Figures for seven countries reveal an aggregate growth rate of merely 0.6%.

This figure was partly due to low growth in passenger transport by bus and coach in Italy and Sweden of barely more than 1%. The other countries reporting an increase in passenger-kilometres transported by bus and coach were France (+0.4%) and Iceland (+6%).

In contrast, Norway reported a decline of almost 2%, while Spain and Finland also reported lower levels of transport by bus and coach.

In all, passenger transport by bus and coach increased by over 60% from 1970 to 2005 and was able, between 2000 and 2005, to make up the decline in activity seen in 1999. Despite the small increase in services supplied, 2005 appears to have been a record year.

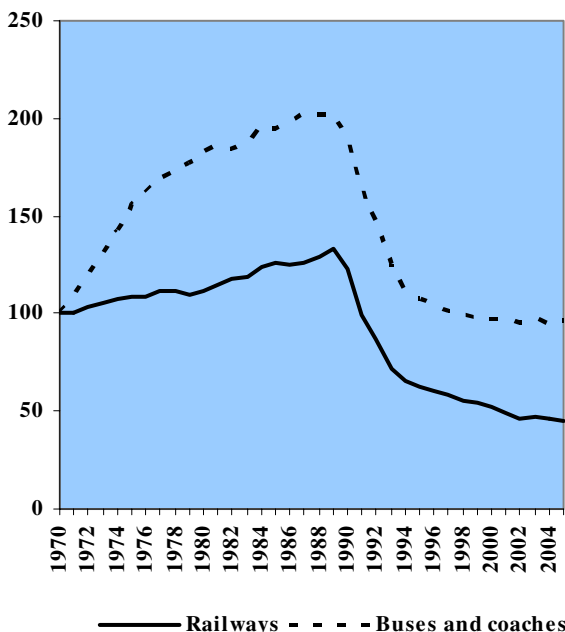
### ***Transport by car***

Travel by private car in passenger-kilometres appears to have risen dramatically since 1970, increasing in overall volume by a factor of almost 2.6, despite the slight fall reported in 2000. In contrast, growth was significant in 2001 and 2002, rising to almost 3.5% in 2002, following a 1.8% rise in 2001.

For 2005, the figures reported for private car use show a decline of 0.3%, which needs to be seen against a background of rising fuel prices, which undoubtedly helped to restrict private car use in some countries. The overall result is attributable to very modest gains in traffic levels in 2005 in Sweden (+0.8%), Norway (+1.4%) and, to a lesser extent, Spain (+2.3%), while declines in traffic were recorded in Italy (-1%) and France (-1.3%). The growth reported in Iceland, despite amounting to almost 6%, related to a volume of traffic too small to affect the overall trend.

## 3.2. Passenger transport in Central and Eastern Europe and the Baltic States

### Trends in passenger transport(passenger-kilometres) - Central and Eastern Europe - 1970=100



Source: ECMT

Railways, buses and coaches, 15 countries : ALB,BGR,BIH,CZE, EST,HRV,HUN,LTU,LVA,MKD,POL,ROM,SCG,SVK,SVN

### *Passenger transport by rail*

Passenger transport by rail continued to fall in the CEECs in 2005. Aggregate passenger-kilometres travelled on the region's rail networks – after falling by almost 1.3% in 2004 compared with 2003, thereby reflecting the trend reported between 2000 and 2002 – fell by a further 3% in 2005.

The biggest increases in activity were recorded in Estonia (+28.5%) and Lithuania (+10%). Other large

markets, such as Romania, Hungary and Poland, declined by 7.5%, 6.3% and 2.5%, respectively.

Several other countries reported declines: Albania (-18%), the Slovak Republic (-2%) and Bulgaria (-0.6%). The decline in these three countries more than cancels out the rare increases in passenger rail traffic observed in Lithuania (+10%) and Croatia (+4.3%).

All told, after more than a decade of decline, interrupted only in 2003, the number of passenger-kilometres reported by the rail networks of Central and Eastern Europe in 2005 amounted to just over 45% of the total travelled in 1970, and to practically one-third of their 1989 performance, showing that the railways were the biggest losers in the transition to a market economy, with its attendant purchasing power gains.

### ***Passenger transport by bus and coach***

With regard to passenger transport by bus and coach in Central and Eastern European Countries and the Baltic States, 2003 proved to be a turning point in the downward trend that had begun with the transition to a market economy. In fact, while volume declined by 2.5% – thus resuming the downward trend that since 1988 has been broken only in 2001 and in 2003 – in 2005 the sector grew by 1.5%.

This overall picture is the net result of trends in the Czech Republic (-9.6%), Hungary (-4.6%), Poland (-2.7%) and the FYROM (-2%). Other countries, such as Albania (where the volume of services practically doubled), Romania (+25%), Estonia (+10%), Latvia (+8%) and Lithuania (+4.6%), reported substantial growth, which compensated for the loss of patronage in the countries mentioned previously.

Overall, with the years of persistent decline experienced since 1990 and broken only in 2001, 2003 and again in 2005, passenger transport by bus and coach in the CEECs seems, in 2005, to have fallen below its 1970 levels, despite having peaked in 1989 to double that volume.

### ***Passenger transport by car***

If public modes of passenger transport were the losers in the march towards market economies and rising living standards, individual motorised transport seems to have recorded further growth in 2005.

The number of passenger-kilometres travelled by private car has been increasing steadily since 1987 in the CEECs and showed a further increase, of practically 8% in 2005.

Of the six countries which provided data (Albania, Czech Republic, Hungary, Lithuania, Poland and the Slovak Republic), no country experienced a decrease in traffic. In contrast, Lithuania boasted a substantial increase, up +35%. The Slovak Republic and Poland reported growth at levels close to the ECMT average (+6.1% and +8.7%, respectively).

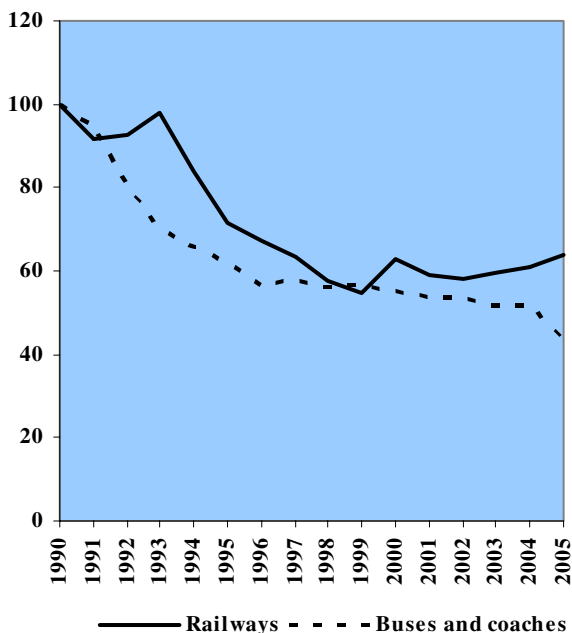
### **3.3. Passenger transport in the CIS countries**

#### ***Passenger transport by rail***

After a steady decline in passenger-kilometres since 1994, interrupted only in 2000, 2003 and 2004, 2005 saw further growth in passenger transport by rail in the region. Rail passenger transport was up sharply in Georgia (+16%) and the Russian Federation (+4.5%), this latter figure explaining the overall average (+4.5%). Passenger transport by rail in Moldavia also increased (+2.6%). The railways' level of activity in 2002 had dropped sharply from the performance recorded in 1990: figures for 2003, 2004 and 2005 would appear to suggest that the downward trend has been reversed.



**Trends in passenger transport (passenger-kms)  
– CIS countries – 1990=100**



Source: ECMT

Railways, 6 countries : AZE,BLR,GEO,MDA,RUS,UKR

Buses and coaches, 5 countries : AZE,BLR,MDA,RUS,UKR

***Passenger transport by bus and coach***

After falling by an average of over 3% in the CIS countries in 2001, compared with 2000, passenger transport by bus and coach declined again in 2003 and 2004 by a combined total of 3%.

For 2005, only Moldova provided data showing growth, while activity was down by over 25% in the Russian Federation – the region’s largest market.

## 4. Road Safety

In 2005, road accidents in the ECMT member countries killed some 90 000 people and injured more than two million. While these figures show a decline in fatalities from the previous year, they still represent a frightening human sacrifice on the roads. Every year, the number killed is equivalent to the population of a town such as Namur (Belgium), Nancy (France) or Reykjavik (Iceland), and the number hospitalised to that of a city such as Rome (Italy), Lisbon (Portugal), Nagoya (Japan) or Denver (United States).

In any event, these figures reflect significantly different situations from one country or region to another.

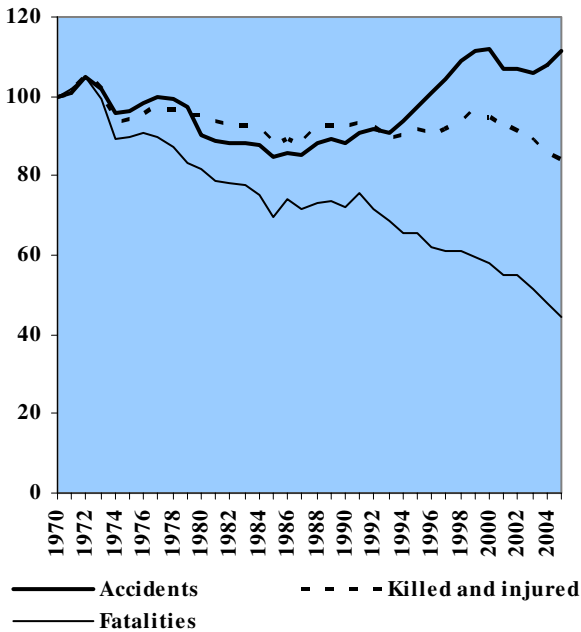
### 4.1. Road safety figures for the countries of Western Europe

In the countries of Western Europe, not all indicators relating to road safety showed an improvement in 2005, after the progress made in 2004:

- The number of accidents rose by more than 3% – a significant figure, which is nonetheless below the level reported in 2000, after six consecutive years during which the number had risen (by 22% between 1993 and 1999).
- The number of casualties (injured + killed) on Western European roads fell by 1.5% in 2005, a lesser percentage than the 2004 figure, but one that nonetheless confirms the end of a period of three consecutive years (1997-99) in which the situation had worsened.
- Lastly, the number of road fatalities fell very significantly, by practically 7% in 2005, an outcome fully in line with the uninterrupted

downward trend for this indicator since 1992. In all, the annual number of deaths on Western European roads was more than 50% lower in 2005 than in 1970.

**Trends in road accidents (number)**  
**– Western Europe –**  
**1970=100**



Source: ECMT

Accidents, killed and injured, 21 countries : AUT,BEL,CHE,DEU, DNK,ESP,FIN,FRA,GBR,GRC,IRL,ISL,ITA,LIE, LUX,MLT,NLD,NOR,PRT,SWE,TUR

Bolstered by this overall improvement, the situation in 2005 reveals a degree of uniformity across countries, in terms both of the most recent trends and of the relative degree of risk on the roads:

- While in 2005 the number of *fatalities* fell significantly in Switzerland (almost -20%), Spain (-18.6%), Austria (-12.5%), Norway (-12%) and

France (-5%), the one exception in Western Europe was Turkey, where it rose (+2.2%).

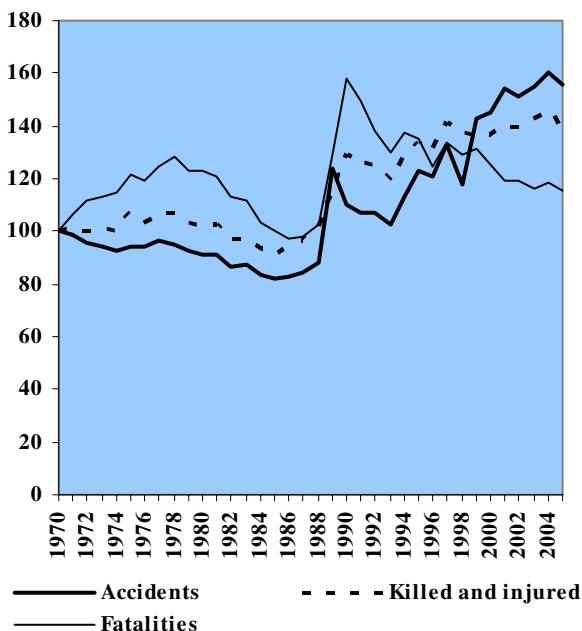
- The number of *fatalities per million inhabitants* ranged from as many as 144 in Greece, 118 in Portugal, 104 in Belgium and 89 in Spain, to 55 in the United Kingdom, 49 in Sweden and 46 in the Netherlands. For the record, the corresponding indicators were 144 in the United States, 99 in New Zealand, 80 in Australia and 62 in Japan.
- In relation to the number of cars on the roads, the number of *fatalities per million motor vehicles* varied between 288 in Greece, 197 in Belgium and 188 in Ireland, to 103 in the United Kingdom and 95 in Sweden. By way of comparison, the number of fatalities per million motor vehicles was 184 in the United States, 142 in Canada, 133 in New Zealand, 121 in Australia and 98 in Japan.

## **4.2. Road safety figures for Central and Eastern Europe and the Baltic States**

In the Central and Eastern European Countries and the Baltic States, the main statistical indicators for road safety in 2005 exhibited a favourable trend:

- The number of *road accidents* fell by 3.2%, thereby reversing the rising trend observed in 2004. Compared with 2000, the figure was up by just under 10%.
- The number of *casualties* (killed + injured) fell by almost 5%. Once again, this is a reversal of the trend observed in 2004. As a result of this positive result, the number of casualties in 2005 was very slightly higher than the number reported in 2000.
- In 2005, there was a decline of 2.3% in the number of *fatalities* on the roads of the CEECs. This relatively large reduction follows on from good results in 2000 (-4.8%) and 2001 (-4.7%). The overall number of fatalities since 1990 has decreased by nearly 30% in the CEECs.

**Trends in road accidents (number)**  
**– Central and Eastern Europe –**  
**1970=100**



Source: ECMT

Accidents, killed and injured, 15 countries : ALB,BGR,BIH,CZE, EST,HRV,HUN,LTU,LVA,MKD,POL,ROM,SCG, SVK,SVN

In terms both of the trend observed in 2005 and of the relative degree of risk on the roads in that year, however, we find significantly different situations from one country to another :

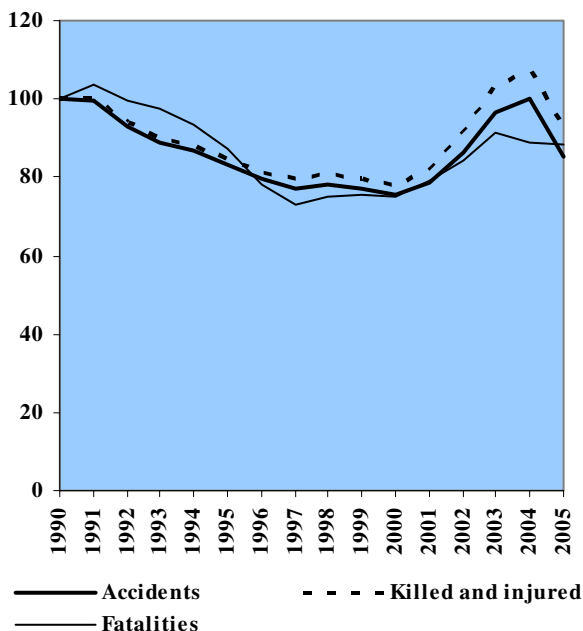
- In 2005, the number of *fatalities* fell significantly in Latvia (-14.3%), Serbia-Montenegro (-11.8%), Croatia (-1.8%), Hungary (-1.4%) and the Slovak Republic (-1.3%). In a smaller number of Central and Eastern European Countries, the situation worsened in this respect. It is also worth noting the increases in Bulgaria (+1.5%) and Lithuania (+2.7%).

- As regards the number of fatalities per million inhabitants, the situation also varied considerably from one country to another, the ratio being as high as 226 in Lithuania, 192 in Latvia, 142 in Poland, but no higher than 96 in Albania, 70 in the FYROM and 58 in Bosnia-Herzegovina.
- The above figures provide certain information on the relative degree of risk on roads in the various countries, but are significantly influenced by the levels of car ownership in each country. In order to get a better grasp of the situation, it is essential to take account of another indicator – the number of fatalities per million motor vehicles. This varies considerably from one country to another, ranging from as many as 2 150 in Bosnia-Herzegovina, 1 368 in Albania and 549 in Latvia, to 298 in Estonia and 232 in Slovenia. Although this indicator should be used cautiously, given the current uncertainty surrounding the assessment of the total number of cars on the roads, it nevertheless reveals rather different levels of road safety between Western and Eastern Europe.

### **4.3. Road safety figures for the countries of the CIS**

The CIS data for 2005 are based on figures for Georgia, Moldavia and the Russian Federation. They show contrasting trends: the number of accidents, for example, increased by over 7% in Russia and the number of casualties by 8%, whereas the number killed fell by 1.6%.

**Trends in road accidents (number)**  
**- CIS countries -**  
**1990=100**



Source: ECMT

Accidents, killed and injured, 6 countries : AZE,BLR,GEO,MDA,  
 RUS,UKR

The number of casualties fell by 4% in Moldavia but increased by over 30% in Georgia. In contrast, the average number of road fatalities dropped in all three countries, with declines of 8.8% in Georgia, 3.5% in Moldavia and 1.6% in the Russian Federation. This positive result confirms the steady fall in this indicator which has been seen every year since 1991, with the sole exceptions of 1998 and 2001.

## 5. Transport in ECMT Associate Member Countries

For the first time ever in *Trends in the Transport Sector*, the Secretariat has been able to collate data on transport in associate member countries of the ECMT. The long-term goal is to be able to provide the same range of statistical data as for full ECMT member countries. This edition is a first step in that direction and, as with all first endeavours, the information provided can be improved on over time. The data provided below are for freight transport, then passenger transport, respectively.

### 5.1. Freight transport

This section features only data on the three main modes of inland freight transport. A first point to note is that, in the United States, rail is the country's dominant mode for freight transport (in tonne-kilometres). For instance, in 2000, the figures for rail freight transport were 50% higher than for road. In contrast, rail freight transport is weak in Japan and Mexico. Although the total volume of rail freight transport in Canada amounted to barely one-eighth of that of the United States in 2000, it was nevertheless double that of Australia for the same year.

A look at recent trends shows that rail freight transport has risen by nearly 3% in all of the countries that supplied data for this mode. Growth in Mexico was slightly higher than 3%, but only just.



**Freight transport: Rail**  
(thousand million tonne-kilometres)

	1990	1995	2000	2004	2005	% 05/04
<b>AUS</b>	<b>88</b>	<b>106</b>	<b>134</b>	<b>166</b>	<b>170</b>	<b>2.8</b>
<b>CND</b>	<b>212</b>	<b>226</b>	<b>267</b>	<b>298</b>	<b>306</b>	<b>2.8</b>
<b>JAP</b>	<b>27</b>	<b>25</b>	<b>22</b>			
<b>KOR</b>						
<b>MEX</b>	<b>25</b>	<b>22</b>	<b>23</b>	<b>22</b>	<b>22</b>	<b>3.3</b>
<b>NZE</b>						
<b>USA</b>	<b>1 513</b>	<b>1 911</b>	<b>2 146</b>	<b>2 433</b>		

In the road freight sector, too, the United States seems to be leading the field for associate member countries, carrying five times as much by road as Japan. Figures for Canada are misleading, since it counts only some transport for hire or reward and excludes own-account transport. Also worth mentioning is that in 2005 road transport accounted for the same volume of freight moved as rail in Australia, and that road haulage was by far the dominant mode in Mexico.

**Freight transport: Road**  
(thousand million tonne-kilometres)

	1990	1995	2000	2004	2005	% 05/04
<b>AUS</b>	<b>90</b>	<b>107</b>	<b>137</b>	<b>162</b>	<b>169</b>	<b>3.9</b>
<b>CND</b>	<b>55</b>	<b>66</b>	<b>85</b>			
<b>JAP</b>	<b>274</b>	<b>295</b>	<b>313</b>			
<b>KOR</b>						
<b>MEX</b>	<b>109</b>	<b>163</b>	<b>194</b>	<b>200</b>	<b>204</b>	<b>2.2</b>
<b>NZE</b>						
<b>USA</b>	<b>1 076</b>	<b>1 348</b>	<b>1 572</b>			

Trends in 2005 showed road freight transport up by nearly 4% in Australia, and by just over 2% in Mexico, compared with 2004.

For inland waterway transport, the data available to the Secretariat were so thin on the ground that all that can be reliably ascertained is the importance of this mode in the United States and Japan.

**Freight transport: Inland waterways**  
(thousand million tonne-kilometres)

	1990	1995	2000	2004	2005	% 05/04
<b>AUS</b>						
<b>CND</b>	39	32	25	28		
<b>JAP</b>	245	238	242			
<b>KOR</b>						
<b>MEX</b>						
<b>NZE</b>						
<b>USA</b>	518	536	528	500		

**5.2. Passenger transport**

The patchy information that the Secretariat was able to gather on passenger transport in associate member countries of the ECMT shows that rail plays a crucial role in passenger transport in Japan while in other associate member countries, particularly the United States and Canada, it plays quite a minor role. Despite this fact, rail passenger transport stagnated in Japan between 1990 and 2000.

**Passenger transport: Rail**  
(thousand million passenger-kilometres)

	1990	1995	2000	2004	2005	% 05/04
<b>AUS</b>	10	10	11	11	12	2.2
<b>CND</b>	1	1	2	1	2	7.1
<b>JAP</b>	388	400	385			
<b>KOR</b>						
<b>MEX</b>	5	2				
<b>NZE</b>						
<b>USA</b>	10	9	9	9		

Transport by car is by far the dominant mode in the United States and still increased by more than 15% over the period 2000 to 2004. The recent increase of more than 5% in transport by car in Canada from 2004 to 2005 should also be noted. Although lower, the increase in Australia was nonetheless 2% for this mode over the same period. In Japan, transport by car rose by practically 30% over the period 1990 to 2000.

**Passenger transport: Private cars**  
(thousand million passenger-kilometres)

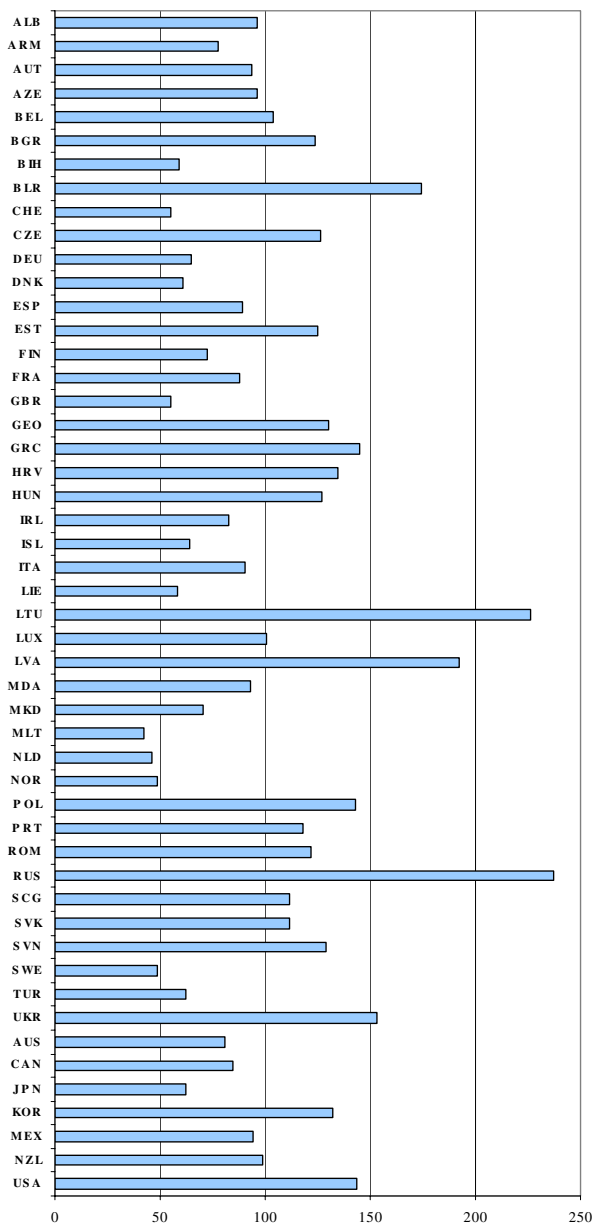
	1990	1995	2000	2004	2005	% 05/04
<b>AUS</b>	<b>201</b>	<b>222</b>	<b>243</b>	<b>265</b>	<b>271</b>	<b>2.1</b>
<b>CND</b>		<b>466</b>	<b>472</b>	<b>469</b>	<b>494</b>	<b>5.3</b>
<b>JAP</b>	<b>576</b>	<b>665</b>	<b>741</b>			
<b>KOR</b>						
<b>MEX</b>						
<b>NZE</b>						
<b>USA</b>	<b>5 302</b>	<b>5 486</b>	<b>6 111</b>	<b>7 189</b>		

Bus and coach transport plays a major role in Mexico, and showed an increase of 3% over the period 2004-05. Bus and coach transport is also far from negligible in the United States, where it rose by over 30% from 1990 to 2000. Over the same period, it seems to have been in sharp decline in Japan (-20%). In Australia, this mode of passenger transport showed hardly any increase during the period 1990-2005.

**Passenger transport: Buses and coaches**  
(thousand million passenger-kilometres)

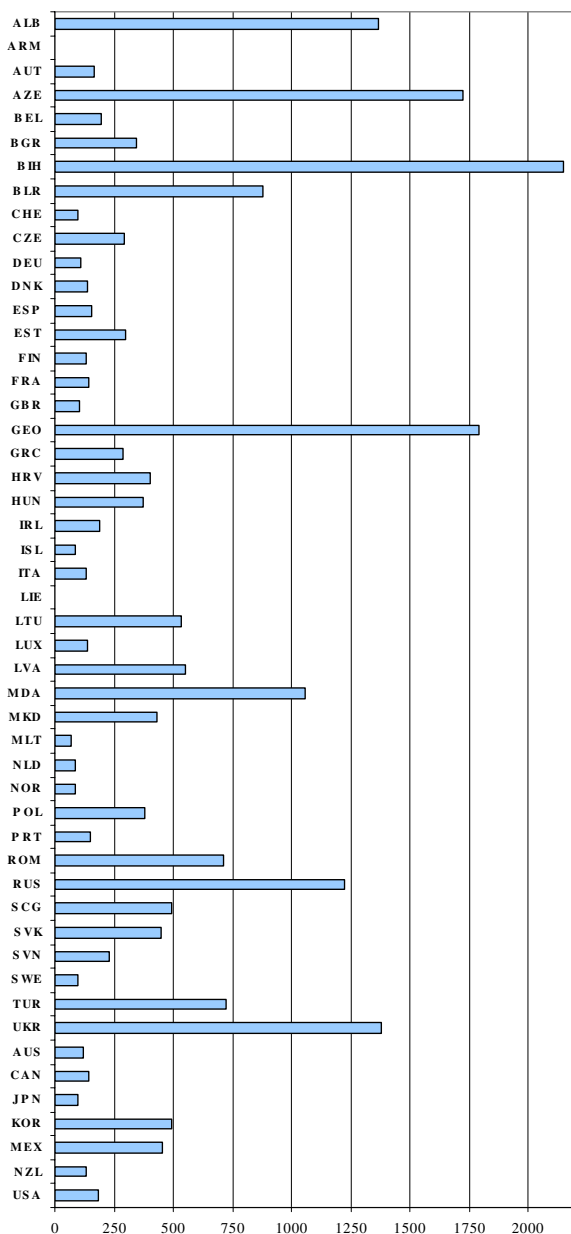
	1990	1995	2000	2004	2005	% 05/04
<b>AUS</b>	<b>17</b>	<b>16</b>	<b>17</b>	<b>18</b>	<b>18</b>	<b>0.8</b>
<b>CND</b>		<b>31</b>	<b>30</b>			
<b>JAP</b>	<b>110</b>	<b>97</b>	<b>87</b>			
<b>KOR</b>						
<b>MEX</b>	<b>272</b>	<b>383</b>	<b>382</b>	<b>410</b>	<b>423</b>	<b>3.2</b>
<b>NZE</b>						
<b>USA</b>	<b>195</b>	<b>219</b>	<b>259</b>	<b>227</b>		

## Total number of deaths per million population in 2005



Source: ECMT

## Total number of deaths per million road motor vehicles in 2005



Source: ECMT



# Tables

**A. FREIGHT TRANSPORT**

**B. PASSENGER TRANSPORT**

**C. ROAD ACCIDENTS**

## Abbreviations used in tables:

\*  $-0.5\% < 0 < 0.5\%$

e = estimate

c = change in the series



**FREIGHT TRANSPORT**  
Thousand million tonne-kilometres

**Table A1 : Rail**

	1970	1990	2000	2004	2005	05/04*
ALB	0.2	0.6	0.0	0.0	0.0	-18.8
ARM			0.4			
AUT	9.9	12.7	16.6	17.9	17.1	-4.8
AZE	24.6	37.1	5.7	7.5		
BEL	7.8	8.4	7.7	7.7	8.0	4.6
BGR	13.9	14.1	5.5	5.2	5.2	-0.9
BIH	3.4	4.0	0.1			
BLR	50.1	75.4	31.4			
CHE	6.6	8.3	10.8	10.1		
CSK	55.9	59.5				
CZE			17.5	15.1	14.9	-1.5
DEU	70.5	103.1 c	77.5	86.4	95.4	10.4
DNK	1.9	1.8	2.0	2.1	2.0	-8.3
ESP	10.3	11.6	12.2	12.0	11.6 c	
EST	5.0	7.0	8.2	10.6	10.6	-0.1
FIN	6.3	8.4	10.1	10.1	9.7	-3.9
FRA	67.6	49.7	55.4	45.0	39.7	-11.9
GBR	24.6	16.0	18.1	21.0	22.1	5.2
GEO	9.8	10.8	3.9	4.9	6.1	26.6
GRC	0.7	0.6	0.4	0.6	0.6	3.5
HRV	5.7	6.5	1.8	2.5	2.8	13.7
HUN	19.8	16.8	8.1	8.7	9.1	3.9
IRL	0.5	0.6	0.5	0.4	0.3	-24.1
ISL						
ITA	18.1	21.2	25.8	23.3	22.2	-4.6
LIE						
LTU	13.6	19.3	8.9	11.6	12.5	7.0
LUX	0.8	0.7	0.6	0.6	0.4	-29.9
LVA	15.5	18.5	13.3	18.6	19.8	6.2
MDA	10.4	14.8	1.5	3.0	3.0	0.4
MKD	0.6	0.8	0.5	0.4	0.5	24.4
MLT						
NLD	3.7	3.1	4.5	5.2		
NOR	1.4	1.6	1.8	2.0	2.2	11.5
POL	99.3	83.5	54.0	52.3	50.0	-4.5
PRT	0.8	1.6	2.2	2.3	2.4	6.1
ROM	48.0	57.3	18.0	18.4	16.6	-10.0
RUS	1 672.0	2 522.9	1 373.2	1 801.6	1 857.6	3.1
SCG	6.1	7.2	1.9	3.2	3.5	10.0
SVK			11.2	9.7	9.5	-2.5
SVN	3.3	4.2	2.9	3.1 c	3.2	
SWE	17.3	19.1	20.1	20.9	21.8	4.4
TUR	6.1	8.0	9.9	9.4	9.2	-2.8
UKR		488.2	172.8	234.0	224.0	-4.3
ECMT/WEST	254.8	276.4	276.2	277.1	281.2 e	1.5
ECMT/CEECs	290.3	299.3	152.0	159.8	158.3	-1.0
<i>CEECs - EU</i>	212.4	208.8	124.1	129.9	129.5	-0.3
ECMT/CIS	1 766.9	3 149.3	1 588.6	2 092.2 e	2 140.6 e	2.3

ECMT/WEST = 18 countries : AUT,BEL,CHE,DEU,DNK,ESP,FIN,FRA,GBR,GRC,IRL,ITA,LUX,NLD,NOR,PRT,SWE,TUR

ECMT/CEECs = 15 countries : ALB,BGR,BIH,CZE,EST,HRV,HUN,LTU,LVA,MKD,POL,ROM,SCG,SVK,SVN

ECMT/CEECs-EU = 8 countries : CZE,EST,HUN,LTU,LVA,POL,SVK,SVN

ECMT/CIS = 6 countries : AZE,BLR,GEO,MDA,RUS,UKR

**FREIGHT TRANSPORT**  
 Thousand million tonne-kilometres  
**Table A2 : Roads**

	1970	1990	2000	2004	2005	05/04*
ALB	0.8	1.2	2.2	2.8	3.2	14.7
ARM			0.0			
AUT	2.9	9.0	17.2	17.4		
AZE	3.7	3.3	3.5	7.0		
BEL	13.1	32.0	51.0	47.9		
BGR	7.0	13.8	3.1 c	4.6	5.0	9.4
BIH	0.8	3.1				
BLR	8.1	22.4	9.0			
CHE	4.8	11.5	21.9			
CSK	10.1	23.3				
CZE			39.0	46.0	43.4	-5.6
DEU	78.0	169.9	280.7	303.7	310.1	2.1
DNK	7.8	9.4	11.0	10.5	11.1	4.9
ESP	51.7	90.5	148.7	214.7	227.4	5.9
EST	2.3	4.5	3.9	6.8	7.6	11.8
FIN	12.4	25.4	27.7	27.3	27.8	1.8
FRA	66.3	114.8	184.2	197.4	193.2	-2.2
GBR	85.0	132.9	153.7	155.9	160.3	2.8
GEO	0.0	2.6	0.5	0.6	0.6	1.4
GRC	7.0	12.5				
HRV	1.3	2.9	2.8	8.8	9.3	5.8
HUN	5.8	15.2	12.1	11.0	11.4	3.8
IRL		5.1	12.3	17.3	18.2	5.0
ISL		0.0	0.0			
ITA	58.7	177.9	158.6	158.2		
LIE	0.0	0.0	0.0		0.4	
LTU	3.4	7.3	7.8	12.3	15.9	29.4
LUX	0.1		0.4	0.5	0.5	2.5
LVA	2.9	5.9	4.8	7.3	8.5	16.9
MDA	3.2	6.3	1.0	2.0	2.3	15.5
MKD	0.8	2.2	0.8	4.0	3.9	-1.8
MLT	0.0	0.0	0.0			
NLD	12.4	22.9	31.6			
NOR	3.2	8.2	13.0	15.0	15.9	6.0
POL	15.8	40.3	75.0	110.5	119.7	8.4
PRT		10.9	15.0	17.4	17.4	-0.1
ROM	5.2	5.2	9.9	14.7	19.4	32.4
RUS	116.4	299.4	152.7	182.1	193.6	6.3
SCG	3.5	8.6	0.6	0.3	0.7	145.5
SVK			14.3	18.5	22.6	21.8
SVN	2.1	4.9	1.9	2.3	2.4	4.1
SWE	17.5	29.2	38.1	37.7	39.4	4.5
TUR	17.4	65.7	161.6	156.9	166.8	6.4
UKR		14.8	7.5	15.1		
ECMT/WEST	438.3	928.4	1 340.8	1 449.2	1 489.9	2.8
ECMT/CEECs	61.8	138.2	178.6	250.2	273.6	9.3
<i>CEECs - EU</i>	42.5	101.3	159.0	214.7	231.6	9.3
ECMT/CIS	131.4	348.7	174.2	214.9	228.6	6.4

ECMT/WEST = 18 countries: AUT,BEL,CHE,DEU,DNK,ESP,FIN,FRA,GBR,GRC,IRL,ITA,LUX,NLD,NOR,PRT,SWE,TUR

ECMT/CEECs = 15 countries: ALB,BGR,BIH,CZE,EST,HRV,HUN,LTU,LVA,MKD,POL,ROM,SCG,SVK,SVN

ECMT/CEECs-EU = 8 countries: CZE,EST,HUN,LTU,LVA,POL,SVK,SVN

ECMT/CIS = 6 countries: AZE,BLR,GEO,MDA,RUS,UKR

**FREIGHT TRANSPORT**  
 Thousand million tonne-kilometres  
**Table A3 : Inland waterways**

	1970	1990	2000	2004	2005	05/04*
ALB						
ARM						
AUT	1.3	1.7	2.4	1.7	1.8	0.3
AZE						
BEL	6.7	5.4	7.3	8.5		
BGR	1.8	1.6	0.4	1.3	1.5	15.5
BIH						
BLR	1.2	1.8	0.0			
CHE	0.1	0.2				
CSK	2.4	4.4				
CZE			0.8	0.4	0.8	98.3
DEU	48.8	54.8	66.5	63.7	64.1	0.7
DNK						
ESP						
EST	0.0	0.0	0.0			
FIN	2.0	1.1	0.4	0.3	0.3	-6.9
FRA	12.7	7.6	9.1	8.4	8.9	5.8
GBR		0.2	0.2	0.2		
GEO						
GRC						
HRV	0.3	0.5	0.1	0.2	0.1 c	
HUN	1.8	2.0	0.9 c	1.9	2.1	10.8
IRL						
ISL						
ITA	0.4	0.1	0.2	0.1	0.1	-1.8
LIE						
LTU	0.1	0.2	0.0	0.0	0.0	0.0
LUX	0.3	0.3	0.4	0.4	0.3	-7.4
LVA	0.1	0.3				
MDA	0.1	0.3				
MKD						
MLT						
NLD	30.7	35.7	41.3	38.0	43.1	13.4
NOR						
POL	2.3	1.0	1.2	1.1	1.3	19.7
PRT						
ROM	1.3	2.1	2.6	4.3	5.1	19.9
RUS	163.9	213.9	71.0	92.5	86.1	-6.9
SCG	3.5	3.2	1.0	1.1	1.6	45.5
SVK			1.4	0.7	0.7	-5.7
SVN						
SWE						
TUR						
UKR		11.9	14.7	14.9		
ECMT/WEST	103.4	107.1	127.9	121.4	127.8 e	5.3
ECMT/CEECs	13.6	15.4	8.3	11.0	13.3	20.7
<i>CEECs - EU</i>	6.7	8.0	4.2	4.1	4.9	20.7
ECMT/CIS	165.2	228.0	85.7	107.6 e	102.2 e	-5.0

ECMT/WEST = 10 countries : AUT,BEL,CHE,DEU,FIN,FRA,GBR,ITA, LUX, NLD  
 ECMT/CEECs = 11 countries: BGR,CZE,EST,HRV,HUN,LTU,LVA,POL, ROM,SCG,SVK  
 ECMT/CEECs-EU = 7 countries : CZE,EST,HUN,LTU,LVA,POL,SVK  
 ECMT/CIS = 4 countries : BLR,MDA,RUS,UKR

**FREIGHT TRANSPORT**  
 Thousand million tonne-kilometres  
**Table A4 : Pipeline**

	1970	1990	2000	2004	2005	05/04*
ALB			0.0	0.0	0.0	-12.5
ARM			1.3			
AUT	3.6	6.4	7.6	7.6	7.8	2.8
AZE	1.0	3.4	1.4	1.6		
BEL	0.3	1.0	1.6			
BGR		0.6	0.4	0.3	0.4	28.5
BIH						
BLR						
CHE	1.2	1.2	0.2	0.2	0.2	-5.0
CSK	6.4	7.5				
CZE			1.6	1.9	2.3	18.8
DEU	15.1	11.7	15.0	16.2	16.7	3.1
DNK		2.0	4.7	5.3		
ESP	1.0	4.2	7.5	8.3	6.5 c	
EST						
FIN						
FRA	28.2	19.6	21.7	20.6		
GBR	2.7	10.2	11.4	10.7	10.8	1.1
GEO			1.8	2.4	2.6	9.4
GRC						
HRV		3.6	0.7	1.8	1.8	-3.6
HUN	1.0	5.3	4.0	5.4	5.6	4.0
IRL						
ISL						
ITA	9.1	11.5	10.3	10.7	10.7	0.4
LIE						
LTU			3.5	4.3	4.4	2.8
LUX						
LVA			6.5	3.3		
MDA						
MKD						
MLT						
NLD	4.1	4.9	5.9	6.1		
NOR		2.1	3.5	4.7		
POL	7.0	13.9	20.4	24.8	25.4	2.3
PRT						
ROM	1.8	5.1	1.4	1.9	2.2	16.4
RUS	242.6	1 239.8	745.0	1 116.2	1 156.3	3.6
SCG		0.1	0.1	0.4	0.5	4.3
SVK						
SVN						
SWE						
TUR	1.4	62.4	53.1	2.3	2.3	-1.3
UKR		208.0	187.5			
ECMT/WEST	66.7	137.2	142.5	93.7	92.1 e	-1.7
ECMT/CEECs	16.2	36.0	38.5	44.1	45.9	3.9
<i>CEECs - EU</i>	14.4	26.7	35.9	39.7	41.1	3.5
ECMT/CIS	243.6	1 451.1	937.0	1 335.6	1 383.7 e	3.6

ECMT/WEST = 12 countries : AUT,BEL,CHE,DEU,DNK,ESP,FRA,GBR,ITA,NLD,NOR,TUR

ECMT/CEECs = 10 countries : ALB,BGR,CZE,HRV,HUN,LTU,LVA,POL,ROM,SCG

ECMT/CEECs-EU = 5 countries : CZE,HUN,LTU,LVA,POL

ECMT/CIS = 5 countries : ARM,AZE,GEO,RUS,UKR

## FREIGHT TRANSPORT

Thousand million tonne-kilometres

**Table A5 : Total freight (A1+A2+A3+A4)**

	1970	1990	2000	2004	2005	05/04*
ALB	0.9	1.8	2.2	2.8	3.2	14.3
ARM	0.0	0.0	1.7			
AUT	17.6	29.7	43.8	44.6		
AZE	29.3	43.7	10.5	16.1		
BEL	27.9	46.9	67.6			
BGR	22.7	30.1	9.4 c	11.4	12.1	5.9
BIH	4.2	7.1				
BLR	59.4	99.6	40.4			
CHE	12.8	21.2				
CSK	74.8	94.7	0.0	0.0	0.0	
CZE	0.0	0.0	58.9	63.4	61.4	-3.2
DEU	212.4	339.5 c	439.7	470.1	486.4	3.5
DNK	9.7	13.2	17.7	17.9		
ESP	63.1	106.4	168.4	235.0	245.5 c	
EST	7.4	11.5	12.1	17.5	18.3	4.5
FIN	20.7	34.9	38.2	37.8	37.8	0.2
FRA	174.8	191.7	270.4	271.4		
GBR		159.3	183.4	187.7		
GEO	9.8	13.4	6.2	7.8	9.3	19.5
GRC	7.6	13.1				
HRV	7.3	13.5	5.3	13.3	14.1 c	
HUN	28.4	39.3	25.2 c	27.0	28.2	4.4
IRL	0.5	5.7	12.8	17.7	18.5	4.3
ISL	0.0	0.0	0.0	0.0	0.0	
ITA	86.2	210.7	194.9	192.3		
LIE	0.0	0.0	0.0	0.0	0.4	
LTU	17.1	26.8	20.1	28.2	32.8	16.1
LUX	1.2		1.5	1.4	1.2	-13.0
LVA	18.5	24.7	24.6	29.2		
MDA	13.7	21.4	2.5	5.0	5.3	6.5
MKD	1.4	3.0	1.3	4.4	4.5	0.7
MLT	0.0	0.0	0.0	0.0	0.0	
NLD	50.9	66.5	83.2			
NOR	4.6	11.9	18.3	21.7		
POL	124.3	138.7	150.6	188.7	196.4	4.1
PRT	0.8	12.5	17.1	19.7	19.8	0.6
ROM	56.4	69.6	31.9	39.3	43.3	10.4
RUS	2 194.9	4 276.0	2 341.9	3 192.4	3 293.5	3.2
SCG	13.1	19.1	3.6	5.0	6.2	24.9
SVK	0.0	0.0	27.0	28.9	32.7	13.0
SVN	5.4	9.1	4.8	5.4 c	5.6	
SWE	34.8	48.3	58.2	58.6	61.2	4.5
TUR	25.0	136.2	224.6	168.6	178.3	5.7
UKR	0.0	722.9	382.6			
ECMT/WEST	863.2	1 449.0	1 887.4	1 941.4	1 991.5 e	2.6
ECMT/CEECs	381.9	488.9	377.4	465.2	491.1	5.6
CEECs - EU	276.0	344.8	323.2	388.3	407.0	4.8
ECMT/CIS	2 307.2	5 177.1	2 784.2	3 749.3	3 854.1 e	2.8

ECMT/WEST = 19 countries: AUT,BEL,CHE,DEU,DNK,ESP,FIN,FRA,GBR,GRC,IRL,ITA,LIE,LUX,NLD,NOR,PRT,SWE,TUR

ECMT/CEECs = 15 countries: ALB,BGR,BIH,CZE,EST,HRV,HUN,LTU,LVA,MKD,POL,ROM,SCG,SVK,SVN

ECMT/CEECs-EU = 8 countries: CZE,EST,HUN,LTU,LVA,POL,SVK,SVN

ECMT/CIS = 6 countries: AZE,BLR,GEO,MDA,RUS,UKR

**PASSENGER TRANSPORT**  
Thousand million passenger-kilometres

**Table B1 : Rail**

	1970	1990	2000	2004	2005	05/04*
ALB	0.3	0.8	0.1	0.1	0.1	-18.0
ARM			0.0			
AUT	6.3	8.5	8.2	8.3	8.5	2.1
AZE	1.7	1.8	0.5	0.8	0.8	4.6
BEL	8.3	6.5	7.8	8.7		
BGR	6.2	7.8	3.5	2.4	2.4	-0.6
BIH	1.7	1.4	0.0			
BLR	7.3	16.9	17.7			
CHE	8.2	11.1	12.8	14.9	16.2	8.9
CSK	20.5	19.3				
CZE			7.3	6.6	6.7	1.2
DEU	38.5	43.6	75.4	72.6 c	74.9	
DNK	3.4	4.9	5.3	5.7	5.8	0.8
ESP	15.0	16.7	20.1	20.4	21.6	6.1
EST	1.2	1.5	0.3	0.2	0.2	28.5
FIN	2.2	3.3	3.4	3.4	3.5	3.8
FRA	41.0	63.7	69.9 c	74.3	76.5	3.0
GBR	30.4	33.2	38.2	41.8	43.2	3.3
GEO	2.1	2.0	0.5	0.6	0.7	16.1
GRC	1.5	2.0	1.6	1.7	1.9	11.1
HRV	3.7	3.4	1.3	1.2	1.3	4.4
HUN	15.2	11.4	9.7	10.5	9.9	-6.3
IRL	0.8	1.2	1.4	1.6	1.8	12.6
ISL						
ITA	32.5	44.7	47.1	45.6	46.1	1.2
LIE						
LTU	2.1	3.6	0.6	0.4	0.4	-3.4
LUX	0.2	0.2	0.3	0.3	0.3	2.3
LVA	3.8	5.4	0.7	0.8	0.9	10.0
MDA	0.8	1.6	0.3	0.3	0.4	2.6
MKD	0.3	0.4	0.2 c	0.1	0.1	0.0
MLT						
NLD	8.0	11.1	15.4			
NOR	1.9	2.4	3.4	3.1	3.2	3.2
POL	36.9	50.4	19.7	18.6	18.2	-2.5
PRT	3.5	5.7	3.8	3.6	3.8	3.3
ROM	17.8	30.6	11.6	8.6	8.0	-7.6
RUS	191.1	274.4	167.1	164.3	171.6	4.5
SCG	3.7	4.5	1.2	0.8	0.7	-13.0
SVK			2.9	2.2	2.2	-2.1
SVN	1.5	1.4	0.7	0.8	0.8	1.7
SWE	4.6	6.6	8.2	8.7	8.9	2.3
TUR	5.6	6.4	5.8	5.2	5.0	-3.8
UKR		82.0	51.8	51.7		
ECMT/WEST	211.7	271.8	328.2 c	334.5	345.5	3.3
ECMT/CEECs	115.0	141.8	59.8	53.5	51.8	-3.2
<i>CEECs - EU</i>	81.2	93.1	41.9	40.2	39.2	-2.4
ECMT/CIS	202.9	378.7	237.8	231.4	241.9	4.5

ECMT/WEST = 18 countries : AUT,BEL,CHE,DEU,DNK,ESP,FIN,FRA,GBR,GRC,IRL,ITA,LUX,NLD,NOR,PRT,SWE,TUR

ECMT/CEECs = 15 countries: ALB,BGR,BIH,CZE,EST,HRV,HUN,LTU,LVA,MKD,POL,ROM,SCG,SVK,SVN

ECMT/CEECs-EU = 8 countries : CZE,EST,HUN,LTU,LVA,POL,SVK,SVN

ECMT/CIS = 6 countries : AZE,BLR,GEO,MDA,RUS,UKR

**PASSENGER TRANSPORT**  
Thousand million passenger-kilometres

**Table B2 : Private cars**

	1970	1990	2000	2004	2005	05/04*
ALB			5.1	6.3	6.6	4.8
ARM			1.3			
AUT		54.1				
AZE						
BEL	49.3	80.7	106.1	111.6		
BGR		4.5	0.0	0.0	0.0	
BIH						
BLR						
CHE	41.8	73.3	80.6	87.1		
CSK						
CZE			63.9	67.6	68.6	1.6
DEU	350.6	593.2	831.3	888.5		
DNK	0.0	0.0	0.0	52.3		
ESP	64.3	174.4	302.6	354.9	363.0	2.3
EST				0.0	0.0	
FIN	23.7	51.2	55.7	60.9	61.9	1.6
FRA	305.0	586.0	699.6	736.9	727.4	-1.3
GBR	283.0	588.0	639.1	678.9		
GEO	0.0				0.0	
GRC	0.0	19.1				
HRV			0.0	0.0	0.0	
HUN	7.3	47.0	46.2	46.5	46.6	0.3
IRL						
ISL		2.7	3.8	4.3	4.6	6.0
ITA	211.9	522.6	726.5	716.1	708.3	-1.1
LIE						
LTU	0.0	0.0	0.0	25.8	34.8	34.9
LUX						
LVA	0.0	0.0	0.0	0.0	0.0	
MDA					0.0	
MKD					0.0	
MLT						
NLD	66.3	137.3	141.1			
NOR	17.8	42.7	46.8	51.0	51.7	1.4
POL	0.0	68.1 c	149.7	181.5	197.3	8.7
PRT	13.8	40.5				
ROM			0.0	0.0	0.0	
RUS				0.0	0.0	
SCG	3.8	16.0	0.0	0.0	0.0	
SVK			23.9	24.3	25.8	6.1
SVN			0.0	0.0	0.0	
SWE	56.1	85.9	91.9	97.0	97.8	0.8
TUR					0.0	
UKR			0.0	0.0		
ECMT/WEST	1 483.6	2 997.6	3 840.5	4 108.0	3 995.2	-2.7
ECMT/CEECs	11.1	131.1	288.9	326.2	345.0	5.8
<i>CEECs - EU</i>	7.3	115.1	283.7	319.9	338.4	5.8
ECMT/CIS						

ECMT/WEST = 15 countries : BEL,CHE,DEU,DNK,ESP,FIN,FRA,  
GBR,GRC, ISL,ITA,NLD,NOR,PRT,SWE

ECMT/CEECs = 6 countries : ALB,CZE,HUN,POL,SCG,SVK

ECMT/CEECs-EU = 4 countries : CZE,HUN,POL,SVK

**PASSENGER TRANSPORT**  
 Thousand million passenger-kilometres  
**Table B3 : Buses and coaches**

	1970	1990	2000	2004	2005	05/04*
ALB	0.8	2.2	0.2	0.1	0.3	98.6
ARM			0.1			
AUT		13.6				
AZE	3.1	6.7	9.2	10.3		
BEL	9.3	11.4	13.3	17.0		
BGR	12.2	25.9	13.9	11.1	11.4	2.4
BIH	1.2	2.7				
BLR	8.4	19.8	9.2			
CHE	3.0	5.6	5.3	5.5		
CSK	21.4	43.4				
CZE			9.4	8.5	7.7	-9.6
DEU	48.6	56.6	69.0	67.8 c		
DNK	0.0	0.0	0.0	9.0		
ESP	20.9	33.4	50.3	53.5	53.2	-0.5
EST	2.6	4.5	2.6	2.5	2.7	10.0
FIN	7.5	8.5	7.7	7.6	7.5	-0.9
FRA	25.2	41.3	43.0	44.0	44.2	0.5
GBR	60.0	45.6	46.5	47.0		
GEO	0.0				0.0	
GRC	4.8	5.1				
HRV	3.3	7.0	3.3	3.4	3.4	0.4
HUN	13.5	24.1	18.4	18.4	17.6	-4.6
IRL						
ISL		0.3	0.5	0.6	0.6	6.0
ITA	32.0	84.0	93.6	99.8	101.3	1.5
LIE						
LTU	4.9	6.7	2.3	3.3	3.4	4.6
LUX						
LVA	3.3	5.9	2.3	2.7	2.9	8.1
MDA	1.9	4.9	1.0	1.9	2.1	6.6
MKD	1.0	1.5	0.8	1.1	1.1	-2.1
MLT						
NLD	11.1	13.1				
NOR	4.2	4.6	6.3	6.0	5.9	-1.8
POL	29.1	46.3	31.7	30.1	29.3	-2.7
PRT	4.4	10.3	11.8			
ROM	7.9	24.0	7.7	9.4	11.8	25.2
RUS	100.1	262.2	164.4	129.4	96.3	-25.6
SCG	6.0	7.2	3.1	3.7	4.8	31.1
SVK			8.4	7.9	7.5	-4.5
SVN	2.6	6.6	1.5	0.9	0.8	-13.1
SWE	8.5	9.7	9.5	8.9	9.0	1.1
TUR					0.0	
UKR		90.3	28.8	47.3		
ECMT/WEST	239.5	329.5	378.3	400.1	402.5	0.6
ECMT/CEECs	110.0	207.9	106.8	104.2	105.8	1.5
<i>CEECs - EU</i>	77.6	137.3	76.7	74.2	71.9	1.5
ECMT/CIS	113.5	383.8	212.6	198.7		

ECMT/WEST = 15 countries: BEL,CHE,DEU,DNK,ESP,FIN,FRA,GBR,GRC,ISL,ITA,NLD,NOR,PRT,SWE

ECMT/CEECs = 15 countries: ALB,BGR,BIH,CZE,EST,HRV,HUN,LTU,LVA,MKD,POL,ROM,SCG,SVK,SVN

ECMT/CEECs-EU = 8 countries: CZE,EST,HUN,LTU,LVA,POL,SVK,SVN

ECMT/CIS = 5 countries: AZE,BLR,MDA,RUS,UKR



## PASSENGER TRANSPORT

Thousand million passenger-kilometres

**Table B4 : Total road transport (B2+B3)**

	1970	1990	2000	2004	2005	05/04*
ALB	0.8	2.2	5.3	6.5	6.9	6.9
ARM			1.4			
AUT		67.7	0.0	0.0	0.0	
AZE	3.1	6.7	9.2	10.3	0.0	
BEL	58.6	92.2	119.4	128.6		
BGR	12.2	25.9	13.9	11.1	11.4	2.4
BIH	1.2	2.7				
BLR	8.4	19.8	9.2		0.0	
CHE	44.9	78.9	85.8	92.6		
CSK	21.4	43.4				
CZE			73.3	76.1	76.3	0.3
DEU	399.2	649.8	900.3	956.3 c		
DNK	0.0	0.0	0.0	61.2		
ESP	85.3	207.8	352.9	408.3	416.2	1.9
EST	2.6	4.5	2.6	2.5	2.7	10.0
FIN	31.2	59.7	63.4	68.5	69.5	1.3
FRA	330.2	627.3	742.6	780.9	771.6	-1.2
GBR	343.0	633.6	685.6	725.9		
GEO	0.0	8.3	4.5	5.2	5.3	1.0
GRC	4.8	24.2				
HRV	3.3	7.0	3.3	3.4	3.4	0.4
HUN	20.8	71.1	64.6	64.9	64.2	-1.1
IRL			0.0	0.0	0.0	
ISL		3.0	4.3	4.9	5.1	6.0
ITA	243.9	606.5	820.1	815.9	809.6	-0.8
LIE	0.0	0.0	0.0			
LTU	4.9	6.7	2.3	29.1	38.2	31.5
LUX		0.0	0.0	0.0		
LVA	3.3	5.9	2.3	2.7	2.9	8.1
MDA	1.9	4.9	1.0	1.9	2.1	6.6
MKD	1.0	1.5	0.8	1.1	1.1	-2.1
MLT	0.0	0.0	0.0			
NLD	77.4	150.4				
NOR	21.9	47.3	53.1	56.9	57.5	1.1
POL	29.1	114.4 c	181.4	211.6	226.6	7.1
PRT	18.2	50.8				
ROM	7.9	24.0	7.7	9.4	11.8	25.2
RUS	100.1	262.2	164.4	129.4	96.3	-25.6
SCG	9.9	23.3	3.1	3.7	4.8	31.1
SVK			32.4	32.2	33.3	3.5
SVN	2.6	6.6	1.5	0.9	0.8	-13.1
SWE	64.6	95.6	101.4	105.9	106.8	0.8
TUR	41.3	135.0	185.7	174.3	182.2	4.5
UKR		90.3	28.8	47.3	0.0	
ECMT/WEST	1 764.4	3 462.1	4 404.4 e	4 682.4 e	4 579.8 e	-2.2
ECMT/CEECs	121.1	339.0	395.7	456.2	485.6	6.4
<i>CEECs - EU</i>	84.8	252.4	360.4	419.9	445.0	6.4
ECMT/CIS	113.5	392.2	217.1	203.9		

ECMT/WEST = 16 countries : BEL,CHE,DEU,DNK,ESP,FIN,FRA,GBR,GRC,ISL,ITA,NLD,NOR,PRT,SWE,TUR

ECMT/CEECs = 15 countries: ALB,BGR,BIH,CZE,EST,HRV,HUN,LTU,LVA,MKD,POL,ROM,SCG,SVK,SVN

ECMT/CEECs-EU = 8 countries : CZE,EST,HUN,LTU,LVA,POL,SVK,SVN

ECMT/CIS = 6 countries : AZE,BLR,GEO,MDA,RUS,UKR (excluding private cars)

## PASSENGER TRANSPORT

Thousand million passenger-kilometres

**Table B5 : Total passengers (B1+B4)**

	1970	1990	2000	2004	2005	05/04*
ALB	1.0	3.0	5.4	6.6	7.0	6.5
ARM	0.0	0.0	1.5			
AUT		76.2	8.2	8.3	8.5	2.1
AZE	4.8	8.5	9.6	11.1	0.8	-92.5
BEL	66.8	98.7	127.2	137.3		
BGR	18.5	33.7	17.4	13.5	13.7	1.8
BIH	3.0	4.1				
BLR	15.7	36.6	27.0			
CHE	53.0	89.9	98.7	107.5		
CSK	41.9	62.7	0.0	0.0	0.0	
CZE	0.0	0.0	80.6	82.7	83.0	0.4
DEU	437.7	693.4	975.7	1 028.8 c		
DNK	3.4	4.9	5.3	67.0		
ESP	100.2	224.5	373.0	428.7	437.8	2.1
EST	3.8	6.0	2.9	2.7	3.0	11.4
FIN	33.4	63.0	66.8	71.9	72.9	1.4
FRA	371.2	691.0	812.5 c	855.2	848.1	-0.8
GBR	373.4	666.8	723.8	767.7		
GEO	2.1	10.3	5.0	5.8	6.0	2.6
GRC	6.3	26.2				
HRV	7.0	10.4	4.6	4.6	4.7	1.4
HUN	36.0	82.5	74.3	75.4	74.0	-1.8
IRL	0.8	1.2	1.4	1.6	1.8	12.6
ISL	0.0	3.0	4.3	4.9	5.1	6.0
ITA	276.4	651.3	867.2	861.5	855.7	-0.7
LIE	0.0	0.0	0.0	0.0	0.0	
LTU	7.0	10.3	2.9	29.5	38.6	30.9
LUX	0.2	0.2	0.3	0.3	0.3	2.3
LVA	7.1	11.2	3.1	3.5	3.8	8.5
MDA	2.6	6.5	1.3	2.3	2.4	6.0
MKD	1.4	1.8	1.0 c	1.2	1.2	-1.9
MLT	0.0	0.0	0.0	0.0	0.0	
NLD	85.4	161.5				
NOR	23.9	49.8	56.4	60.0	60.7	1.2
POL	66.0	164.8 c	201.1	230.2	244.8	6.3
PRT	21.7	56.5				
ROM	25.7	54.6	19.3	18.1	19.8	9.5
RUS	291.2	536.6	331.4	293.7	267.9	-8.8
SCG	13.5	27.7	4.3	4.5	5.5	23.1
SVK	0.0	0.0	35.2	34.4	35.5	3.2
SVN	4.1	8.0	2.2	1.7	1.6	-6.3
SWE	69.2	102.2	109.6	114.6	115.7	1.0
TUR	46.9	141.4	191.5	179.5	187.2	4.3
UKR	0.0	172.3	80.6	99.0		
ECMT/WEST	2 011.0	3 801.6	4 732.7	5 016.8	4 925.3	-1.8
ECMT/CEECs	236.1	480.8	455.4	509.7	537.4	5.4
<i>CEECs - EU</i>	166.1	345.5	402.3	460.1	484.3	5.3
ECMT/CIS	316.4	770.9	454.9	435.4		

ECMT/WEST = 19 countries: AUT,BEL,CHE,DEU,DNK,ESP,FIN,FRA,GBR,GRC,IRL,ISL,ITA,LUX,NLD,NOR,PRT,SWE,TUR

ECMT/CEECs = 15 countries: ALB,BGR,BIH,CZE,EST,HRV,HUN,LTU,LVA,MKD,POL,ROM,SCG,SVK,SVN

ECMT/CEECs-EU = 8 countries: CZE,EST,HUN,LTU,LVA,POL,SVK,SVN

ECMT/CIS = 6 countries: AZE,BLR,GEO,MDA,RUS,UKR (excluding private cars)

## ROAD ACCIDENTS

Thousand

**Table C1 : Number of accidents**

	1970	1990	2000	2004	2005	05/04*
ALB			0.4	0.8	0.9	6.1
ARM			0.9			
AUT	51.6	46.3	42.1	42.7	40.9	-4.1
AZE			2.0	2.4		
BEL	77.0	62.4	49.1	48.7	49.3	1.3
BGR		6.5	6.9	7.6	8.2	8.0
BIH						
BLR			6.4			
CHE	28.7	23.8	23.7	22.9	21.7	-5.2
CSK	33.5	30.1				
CZE			25.4	26.5	25.2	-4.8
DEU	377.6	340.0	382.9	339.3	336.6	-0.8
DNK	19.8	9.2	7.3	6.2	5.4	-12.8
ESP	58.0	101.5	101.7	94.0	91.2	-3.0
EST	2.2	2.1	1.5	2.2	2.3	4.3
FIN	11.4	10.2	6.6	6.8	7.0	3.8
FRA	235.1	162.6	121.2	85.4	84.5	-1.0
GBR	272.8	265.6	242.1	213.0	203.7	-4.4
GEO	3.0	3.0	1.7	2.9	3.9	31.8
GRC	18.3	19.6	23.0	15.5		
HRV		14.5	14.4	17.1	15.7	-8.5
HUN	23.2	27.8	17.5	21.0	20.8	-0.9
IRL	6.4	6.1	7.8	5.4	5.3	-2.3
ISL	0.7	0.6	1.0	0.8	0.7	-15.2
ITA	307.7	161.8	229.0	224.6		
LIE	0.3	0.3	0.4	0.5	0.4	-15.0
LTU	4.7	5.1	5.8	6.4	6.8	6.6
LUX	3.1	1.2	0.9	0.7	0.7	2.3
LVA	4.7	4.3	4.5	5.1	4.5	-12.1
MDA	3.1	6.0	2.6	2.4	2.3	-6.5
MKD	3.1	2.3	1.7	2.0	2.8	42.0
MLT			1.0	0.9	0.9	-1.0
NLD	59.0	13.2	10.9	9.0		
NOR	9.3	8.8	8.4	8.4	8.1	-4.1
POL	41.8	50.5	57.3	51.1	48.1	-5.8
PRT	22.7	45.1	44.2	38.9	37.1	-4.8
ROM	4.9	9.7	7.6	6.9	7.2	5.3
RUS		197.4	157.6	208.6	223.3	7.1
SCG		0.0	48.8	62.3	62.0	-0.6
SVK			7.9	8.4	7.9	-6.4
SVN	8.3	5.2	8.5	12.7	10.3	-19.0
SWE	16.6	17.0	15.8	18.0	18.1	0.4
TUR	19.2	115.3	466.4	537.4	621.2	15.6
UKR		50.9	33.3	45.6		
ECMT/WEST	1 595.4	1 410.7	1 785.6	1 719.2	1 776.3	3.3
ECMT/CEECs	143.3 e	158.2	208.2	230.1	222.7	-3.2
<i>CEECs - EU</i>	118.4	125.2	128.4	133.4	125.9	-5.6
ECMT/CIS	6.1	269.8	203.6	269.4		

ECMT/WEST = 21 countries : AUT,BEL,CHE,DEU,DNK,ESP,FIN,FRA,GBR,GRC,IRL,ISL,ITA,LIE,LUX,MLT,NLD,NOR,PRT,SWE,TUR

ECMT/CEECs = 15 countries: ALB,BGR,BIH,CZE,EST,HRV,HUN,LTU,LVA,MKD,POL,ROM,SCG,SVK,SVN

ECMT/CEECs-EU = 8 countries : CZE,EST,HUN,LTU,LVA,POL,SVK,SVN

ECMT/CIS = 6 countries : AZE,BLR,GEO,MDA,RUS,UKR

## ROAD ACCIDENTS

Thousand

**Table C2 : Casualties [killed+injured]**

	1970	1990	2000	2004	2005	05/04*
ALB			0.6	1.1	1.2	6.3
ARM			1.4			
AUT	72.7	62.0	55.9	56.7	54.0	-4.8
AZE			2.2	3.6		
BEL	107.8	88.2	69.4	64.2	66.4	3.5
BGR		8.4	9.0	10.3	11.1	8.0
BIH						
BLR			8.1			
CHE	37.7	30.2	30.7	29.3	27.2	-7.2
CSK	44.2	40.4				
CZE			33.9	35.6	33.5	-6.0
DEU	551.0	456.1	511.6	446.0	438.8	-1.6
DNK	26.7	11.3	9.6	7.9	6.9	-12.6
ESP	87.0	162.4	155.6	143.1	137.3	-4.1
EST	2.3	2.8	2.0	3.0	3.2	4.9
FIN	17.1	13.4	8.9	9.2	9.4	2.1
FRA	346.1	237.1	170.2	114.3	113.4	-0.8
GBR	371.5	352.9	335.0	290.3	279.2	-3.8
GEO	4.3	4.6	2.6	4.7	6.1	30.2
GRC	25.7	29.1	32.8	21.8		
HRV		21.2	21.2	24.9	22.4	-10.1
HUN	31.9	39.4	23.9	29.4	28.8	-1.9
IRL	9.8	9.9	12.5	8.2	8.0	-3.0
ISL	0.9	0.9	1.5	1.2	1.0	-12.5
ITA	238.4	227.6	328.4	322.3		
LIE	0.1	0.1	0.2	0.1	0.1	-11.4
LTU	4.9	6.4	7.6	8.6	9.2	7.3
LUX	2.5	1.8	1.3	1.1	1.1	-3.5
LVA	5.0	5.6	6.0	6.9	6.0	-12.8
MDA	3.6	7.8	3.6	3.3	3.2	-4.0
MKD	2.7	3.3	2.5	3.1	4.3	40.4
MLT			1.2	1.2	1.1	-4.6
NLD	71.4	15.0	11.5	10.3		
NOR	12.3	12.2	12.0	12.4	11.4	-7.6
POL	41.3	74.3	77.9	70.4	66.6	-5.3
PRT	30.3	65.7	61.6	53.1	50.3	-5.3
ROM	6.3	11.9	8.8	8.0	8.5	6.2
RUS		250.2	209.0	285.9	308.8	8.0
SCG		0.0	17.7	18.5	17.7	-4.3
SVK			10.7	11.8	11.1	-6.0
SVN	11.2	7.1	11.9	19.0	14.6	-23.3
SWE	23.5	23.3	22.6	27.1	26.9	-0.6
TUR	20.8	94.0	118.0	140.7	158.6	12.8
UKR		63.1	41.8	60.6		
ECMT/WEST	2 053.3	1 893.2	1 950.4	1 760.5	1 734.9	-1.5
ECMT/CEECs	171.4	220.7	233.8	250.6	238.2	-4.9
<i>CEECs - EU</i>	140.7	175.9	174.0	184.7	173.1	-4.9
ECMT/CIS	7.9	342.1	267.2	367.6		

ECMT/WEST = 21 countries : AUT,BEL,CHE,DEU,DNK,ESP,FIN,FRA,GBR,GRC,IRL,ISL,ITA,LIE,LUX,MLT,NLD,NOR,PRT,SWE,TUR

ECMT/CEECs = 15 countries: ALB,BGR,BIH,CZE,EST,HRV,HUN,LTU,LVA,MKD,POL,ROM,SCG,SVK,SVN

ECMT/CEECs-EU = 8 countries : CZE,EST,HUN,LTU,LVA,POL,SVK,SVN

ECMT/CIS = 6 countries : AZE,BLR,GEO,MDA,RUS,UKR

## ROAD ACCIDENTS

Thousand

**Table C3 : Killed**

	1970	1990	2000	2004	2005	05/04*
ALB			0.3	0.3	0.3	-2.2
ARM			0.2			
AUT	2.2	1.4	1.0	0.9	0.8	-12.5
AZE			0.6	0.8		
BEL	3.0	2.0	1.5	1.2	1.1	-6.4
BGR		1.6	1.0	0.9	1.0	1.5
BIH						
BLR			1.6			
CHE	1.7	1.0	0.6	0.5	0.4	-19.8
CSK	2.2	2.0				
CZE			1.5	1.4	1.3	-6.9
DEU	19.2	7.9	7.5	5.8	5.4	-8.2
DNK	1.2	0.6	0.5	0.4	0.3	-10.3
ESP	4.2	6.9	5.8	4.7	3.9	-18.6
EST	0.3	0.4	0.2	0.2	0.2	-1.2
FIN	1.1	0.6	0.4	0.4	0.4	1.1
FRA	16.4	11.2	8.1	5.6	5.3	-4.9
GBR	7.8	5.4	3.6	3.4	3.3	-1.0
GEO	0.8	1.1	0.5	0.6	0.6	-8.8
GRC	0.9	1.7	2.0	1.7		
HRV		1.4	0.7	0.6	0.6	-1.8
HUN	1.7	2.4	1.2	1.3	1.3	-1.4
IRL	0.5	0.5	0.4	0.4	0.3	-7.0
ISL	0.0	0.0	0.0	0.0	0.0	-17.4
ITA	10.2	6.6	6.6	5.6		
LIE	0.0	0.0	0.0	0.0	0.0	100.0
LTU	0.7	0.9	0.6	0.8	0.8	2.7
LUX	0.1	0.1	0.1	0.0	0.0	-6.1
LVA	0.6	0.9	0.6	0.5	0.4	-14.3
MDA	0.6	1.1	0.4	0.4	0.4	-3.5
MKD	0.1	0.2	0.2	0.2	0.1	-7.7
MLT			0.0	0.0	0.0	30.8
NLD	3.2	1.4	1.1	0.8		
NOR	0.6	0.3	0.3	0.3	0.2	-12.8
POL	3.4	7.3	6.3	5.7	5.4	-4.7
PRT	1.4	2.3	1.6	1.1	1.1	-3.6
ROM	1.9	3.8	2.5	2.4	2.6	9.2
RUS		35.4	29.6	34.5	34.0	-1.6
SCG		0.0	1.0	1.0	0.8	-11.8
SVK			0.6	0.6	0.6	-1.3
SVN	0.6	0.5	0.3	0.3	0.3	-5.8
SWE	1.3	0.8	0.6	0.5	0.4	-8.3
TUR	4.0	6.3	3.9	4.4	4.5	2.2
UKR		9.6	5.2	7.0		
ECMT/WEST	79.0	57.1	45.7	37.7	35.2	-6.7
ECMT/CEECs	13.6	21.5	17.0	16.1	15.7	-2.3
<i>CEECs - EU</i>	9.5	14.6	11.4	10.7	10.2	-4.3
ECMT/CIS	1.4	50.6	37.9	45.0	44.7	-0.8

ECMT/WEST = 21 countries : AUT,BEL,CHE,DEU,DNK,ESP,FIN,FRA,GBR,GRC,IRL,ISL,ITA,LIE,LUX,MLT,NLD,NOR,PRT,SWE,TUR

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ECMT/CEECs-EU = 8 countries : CZE,EST,HUN,LTU,LVA,POL,SVK,SVN

ECMT/CIS = 6 countries : AZE,BLR,GEO,MDA,RUS,UKR

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